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CANADA'S NATIONAL PROBLEMS.

CANADA

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CANADA

No. 851. SATURDAY, APRIL 29, 1922. Vol. LXVI. | 9D. WEEKLY

SPRING IN THE MAPLE SUGAR BUSH.

BORING THE TREE FOR MAPLE SAP.

BRINGING THE SAP TO THE BARREL.

Photograph] POURING THE SAP, AFTER BOILING, INTO MOULDS FOR MAPLE SUGAR CAKES. [*R. R. Sallows.*

CANADA

AN ILLUSTRATED WEEKLY JOURNAL FOR ALL INTERESTED IN THE DOMINION.

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THE OUTLOOK OF CANADIANS.

SIR EDMUND WALKER, in his address to the Canadian Club of Great Britain on Monday, ably reviewed the financial and other problems with which Canada has had to deal, largely as a result of the conditions brought about by the war. These are, indeed, formidable problems for a young country to face; but, as Sir Edmund showed, they have been tackled in a manner that speaks well for the ability of the country to meet its obligations, and of its inhabitants to face up to the demands made upon them. Sir Edmund has been prominent among those who in the past have done good service to their countrymen by bringing them face to face with the realities of the situation; and to-day he does well to continue to urge them to exert themselves to meet the new burdens which, because of the war, they will still have to bear for some time to come.

Canada has a large variety of problems to face at the present day, and there is a clear call for her people to realise the needs of the moment. There is a conflict of issues in many quarters which is unfortunate. We are glad to see that Lord Byng is using his influence to bring about better co-operation on the part of those who are not at present pulling together for the good of the Dominion. At the Vimy Ridge anniversary celebration in Toronto the other day, he appealed for the same unity in peace as there had been in war, in order "to make this Dominion the finest in the world." At the same gathering, Sir Arthur Currie emphasised the necessity for carrying ever before them that ideal of comradeship if they were going to play their part to make their land happier and more contented. And he made his appeal still more pointed when he said:—"The returned men have never yet since they returned played their part in cherishing those ideals for which they fought for, and until we do that we are not going to be the force for good we ought to be."

The danger in the tendency which has been referred to is put strongly by the Montreal *Star*, when, in urging unity—of ideals, of motives, of sentiment, of ambition and belief—it says:—"Instead, there is internal dissension, internal antagonism, fanned and fed by reckless utterance both on the platform and in the Press. The East and the West, instead of coming closer together, are drifting farther apart." While Canada, as our contemporary says, may have nothing unique to deal with, this fact does not lessen "the need for mutual action designed to bring about mutual concessions and a better understanding of one another's aims."

We have been hearing a great deal lately from Canadians of various schools of thought about the status of the Dominion. The part which Canada has played at Versailles and Washington, and is playing at Genoa, and her place in the League of Nations, have caused "Canada a nation" and "autonomy" to be freely tossed about from mouth to mouth and from pen to pen. Interesting as is the constitutional issue involved, there is a real danger lest too great emphasis should be placed on this point. Sir Edmund Walker concluded his address with a well-timed word with regard to the outlook of Canadians. While, he said, they were proud to be Canadians and to be British, he wished every Canadian would put the Empire first. The necessity for this appeal makes it all the more desirable that, in framing their immigration policy, the Government should do all they can to ensure a large proportion of settlers of the British stock. In his speech at the St. George's Festival dinner on Monday, Mr. F. C. Wade spoke eloquently of the part which her earlier inhabitants, belonging to other races, played in the upbuilding of Canada. It is, however, from some of the later elements infused into her population, that danger of forgetting the Empire is most likely to come. Nevertheless, the stronger the British strain in Canada, the more will her heart, if not her eyes, be kept turned towards the Mother Country, and the better will it be for the Empire at large.

—* *—

NOTES OF THE WEEK.

Immigrants for Canada.

The immigration policy of the Dominion Government has not yet been announced; but the Hon. Charles Stewart, to whose Department the subject belongs, has been disclosing some of the considerations by which they are being guided. Speaking at Montreal, he said they would be glad to get as many of these settlers as the country could accommodate, but at present agricultural and household workers were the only ones needed, as the Dominion did not want other workers to swell the volume of unemployment. He added that he hoped to inaugurate a policy that would bring people from Great Britain and the Scandinavian countries primarily for agriculture, with the hope that as opportunity arose they would be able to open the doors wide for settlers.

We are glad to see that the Government are being pressed in various quarters to lose no time in setting out upon an active campaign for the purpose of attracting desirable settlers from the Mother Country. The Montreal *Gazette* shows itself cognisant of the needs of the situation when it says:—

> What the Government should do is to go vigorously and unceasingly after the class of settlers Canada needs. The ex-

pense will be money well spent. The sources are known—Great Britain, the United States, Scandinavia—and these fields should be assiduously cultivated. There should be machinery, organisation and equipment to carry the agricultural immigrant from the home he leaves to the home he is to make, and Canada will be a country of slow growth unless to the natural increase of population there is added a continuous stream of hardy nomads from the countries we have named. Whether desirable settlers can be got in satisfactory number is one question, but there is no room for doubt as to the duty of sparing neither effort nor expense to get them.

The last remark is made all the more pointed by reason of the activity displayed in the Mother Country by the other Dominions, and the necessity for Canada to put forth every effort in the direction indicated is all the more urgent on that account.

* * *

At Ottawa and Westminster.

A discussion at Ottawa on the cattle embargo last week elicited from the Minister of Agriculture an expression of confidence of ultimate success. Progressive members who have been led, by over-zeal for the honour of the West, into questioning the effect of its continuance may be left to be dealt with by their own constituents, to whom the removal of the embargo would mean so much.

Interest, however, will be focussed on Westminster, not Ottawa, during the next week or two. Mr. William Shaw's motion, expressing the opinion that the time has arrived when the embargo should be raised, will come up before Whitsuntide. Two amendments have been tabled—one declaring that it is not in the national interests that cattle should be admitted for purposes other than immediate slaughter, and the other opposing removal of the embargo on the ground that there is an increasing depression in agriculture, which any interference with existing legislation would tend to aggravate, and that the interests of consumers are not involved in the question. They should at least help to keep the issue clear.

* * *

Consumers' Interests.

Between now and the date of the debate the lobbies of the House promise to be busy. An indication of the activity that is to be expected is given by the interest that is being shown in various parts of the country. Not the least important among the expressions of opinion given in favour of the removal of the embargo was the resolution unanimously passed last week by the Scottish Trades Union Congress, which expressed the belief that it would increase the meat supply and reduce the price, and also foster and develop new industries. The mover took his stand not only on the reduction of the cost of living, but also on the freeing of these foodstuffs from the Beef Trust of Chicago. Other British consumers would do well to demonstrate their recognition that their interests lie along with those of Canada in this matter.

The "home industry" champions are being presented with some awkward facts by the opponents of the embargo in the correspondence that has been going on in the London daily Press. One correspondent points out that during the last four years (1888-1891) of free entry of Canadian cattle the total number of cattle in Great Britain increased by 723,446 head; the number of Canadian cattle landed during that same period being 373,414. Another asks why the 926,000 cattle which came across from Ireland last year did not put the home breeder out of business, and points to the difficulty of reconciling the two statements so frequently made, that 200,000 cattle (3 per cent.) alternative supply would not have any appreciable effect on the cheapening of meat, but would be sufficient to ruin a home industry.

* * *

A Wheat Board Difficulty.

For some time the Western farmers have been demanding the reconstitution of the Wheat Board, with compulsory powers for handling the crop and fixing flour prices. The matter was strongly taken up by the Progressive representatives at Ottawa, and it looked as if their object could be attained without much difficulty, in spite of the hostility of financial and commercial interests. An unexpected difficulty, however, has been encountered. The law officers of the Crown have advised that while the original Board was created as a war-time measure, the necessity for it exists no longer, and its reconstitution now would be *ultra vires*, in that it would violate provincial jurisdiction over property and civil rights.

The situation is receiving close attention, and the advocates of the Board are doing their best to devise a means of getting over the difficulty. The amendment of the British North America Act—one of the measures advocated—would surely be an extreme step. A more hopeful solution would seem to be in the direction of co-operation between the four Western Provinces and the Federal Government—the former controlling the buying agencies and the latter supervising export marketing.

* * *

Diverting the Flow.

The effects of the American Emergency Tariff are being closely watched in Canada. Satisfaction is being expressed at the fact that recent figures bear out the anticipation that its immediate effect would be to divert an increasing amount of Canadian goods to Europe and elsewhere, especially, perhaps, to the United Kingdom. In the twelve months ending January, 1922, Canadian exports to the United States fell off to the extent of 43 per cent. in comparison with the previous twelve months, but exports to the United Kingdom dropped less than 10 per cent.

The difference is significant, and is, of course, still more marked if only the months since the enforcement of the Emergency Tariff are considered. As the Commercial Letter of the Royal Bank of Canada points out: "It is evident that artificial barriers such as the Fordney Tariff have the effect in the long run not of lessening our exports, but merely of diverting their flow to other markets. These markets are being found, and negotiations already are under way for furthering the tariff preference between the various units of the British Empire. Those Canadian products which are in demand in the United States will continue to be sold there, while it is probably to our advantage that we are obliged to find markets elsewhere for our goods that in the past merely have competed with similar American products."

* * *

"Sovietism" in Canada.

A spirited indictment of the aim and activities of the Workers' Party in Canada is made in the *Canadian Congress Journal*, the recently-started official organ of the Trades and Labour Congress of Canada. This shows how the Social Democratic Party of Canada became a powerful political party in many industrial centres of Canada, until it was successfully attacked by the wreckers, who set up in its place the Socialist Party of Canada. This was the centre of attacks on Trade Unions, and, with the object of ruling or ruining the movement, attempts were made to capture the Trades and Labour Congress of Canada. These did not succeed, but the B.C. Federation of Labour was put out of existence, and the One Big Union was launched. This having, in the words of the *Congress Journal*, "served its purpose of division and confusion and having played its part in the general policy of destruction, the wreckers have now no further use for it. Now the destroyers—these self-styled 'working class leaders'—are out with a 'brand new creation'—Made in Moscow—the Workers' Party of Canada, which is to guide the 'working class' of this country out of the wilderness into the promised land." The declarations made at the first convention, recently held in Toronto, leave no doubt on the part of the *Journal* as to the master this new party is to serve—"not the Trades Union movement, to which they will treacherously seek membership, but the dictators of Soviet Russia"; for "their policies of class war—no arbitration or conciliation, dictatorship of the workers, revolution as opposed to constitutional development—are directly opposed to

those of the Trades and Labour Congress of Canada and the Trades Unions composing the same."

It speaks well for the soundness of the main body of Canadian Labour to find the *Journal* uttering a warning like this against the tactics of "those who obey 'instructions' of the Third International."

—* *—

REMOVING THE CATTLE EMBARGO.

The Hon. W. R. Motherwell, Minister of Agriculture, announced at Ottawa last week that Mr. W. A. Wilson (formerly head of the Saskatchewan Co-operative Creameries), who is one of the Canadian delegates to the International Agricultural Conference at Rome, had been commissioned to reopen negotiations for the raising of the cattle embargo with the British Board of Agriculture. Mr. Motherwell said that the Government was confident of ultimate success.

In the course of a debate, in which Mr. Meighen and Mr. Tolmie took part, Lord Beaverbrook was complimented upon the efforts he had made for the removal of the embargo.

A cabled statement attributed to the Canadian High Commissioner, that the continuance of the cattle embargo would place a potential weapon in the hands of the Western annexationists, was challenged by Progressive and Conservative members.

A deputation from the National Federation of Meat Salesmen who waited on Mr. Larkin on Monday with regard to the embargo had a sympathetic reception.

—* *—

CANADIAN M.P.'S AND DIRECTORSHIPS.

A resolution that Ministers should resign any posts they may hold as directors of banks, insurance, or transport companies, or any other large public utility services was defeated in the Dominion House of Commons on Tuesday by 142 votes to 59.

The resolution (says Reuter's Ottawa correspondent) was supported by the Agrarian and Labour parties, and was opposed by the Liberals and Conservatives.

—* *—

RAILWAY FREIGHT REDUCTION.

The Hon. T. C. Norris, Premier of Manitoba, announced on Tuesday, in the course of an address to the Liberal Provincial Convention of Manitoba, that a reduction in railway freight rates by about 40 per cent. to the 1919 level would be made before the 1922 crops begin to move, says Reuter's Winnipeg correspondent.

—* *—

BUNGALOWS FOR JASPER PARK.

A new development in summer resort accommodation is to be undertaken by the Canadian National Railways this summer at Jasper Park, on the edge of Lake Beauvert, about two miles from Jasper Station. Several weeks ago, when Mr. Osborne Scott, general passenger agent, was in the East, he had a conference with the heads of the hotel department in regard to mountain hotel accommodation, with the result that it has been decided to develop Jasper Park along the lines of the bungalow hotel system rather than the single-unit plan. The company is to erect nine bungalow cabins of artistic design, each with four rooms.

—* *—

A Canadian cricket team will sail on July 19 for a month's tour in Great Britain, says the Ottawa correspondent of the Central News.

There is one Canadian appeal among the twenty cases coming before the Judicial Committee of the Privy Council, which resumed sittings on Thursday.

A Baseball League is being formed in London, arrangements having been made for the use of Stamford Bridge grounds on Sundays throughout the summer, commencing May 21. The headquarters of the League are at 6 Dansey Yard, Wardour Street, W.

BIRTHS, MARRIAGES, AND DEATHS

Announcements under this heading are charged for at a minimum of 4s., or $1, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

DE MELT.—At Berwyn, Alberta, on March 26 to Alyce Irvine (late of Glasgow), wife of E. Raymond de Melt, a son.

MARRIAGES.

MULHOLLAND—MACKIE.—At St. Andrew's Presbyterian Church, Kamloops, B.C., on April 17, by the Rev. H. R. M'Gill, Fred. D. Mulholland, B.C. Forest Service, Prince Rupert, to Margaret Mary (May), daughter of the late Alex. Mackie and of Mrs. Mackie, 65, Argyle Crescent, Portobello.

YELLOWLEES—RUCKER.—On April 20, at Victoria, B.C., James Anderson Yellowlees to Doris Mary, second daughter of the late Edward A. Rucker and Mrs. Rucker, Wayside, Chislehurst.

DEATHS.

GUY.—On April 6, at Canford, B.C., Natalie, wife of B. G. Guy (née Fisher), of Canford, B.C., and High Harrogate Vicarage, of heart trouble.

ROSCOE.—On April 17, at Eastbourne, Anna Letitia, widow of Francis James Roscoe, of Victoria, Vancouver Island, and daughter of the late Philip Hemery Le Breton, in her 88th year.

SIR EDMUND WALKER.

Tributes at Canadian Club Luncheon.

Sir Edmund Walker, President of the Canadian Bank of Commerce, was the guest of the Canadian Club of Great Britain on Monday at a well-attended luncheon at its premises in London.

Mr. C. Lionel Hanington, the President of the Club, in introducing Sir Edmund, said: "Because he is a Canadian, and because his workshop was set in Canada, we Canadians are privileged to claim and to know him with an intimacy that is denied to other peoples. But intelligence, knowledge, integrity, honour, industry, earnestness, and the sense of fair play defy local or national boundaries, and our guest's achievements have long since become an asset placed in open account and drawn upon by all the nations of the earth. He is ours, but not limited to us, for of that greatest of all great world-wide organisations, which for want of a better term I call Civilisation, Unlimited, and in which we are shareholders, to small or great extent according to our grasp upon life, Sir Edmund Walker is one of the managing directors. The constitution and by-laws of that universal fellowship are of divine origin, of divine principle, but they have been left to man to work out, and if our guest has not moulded and influenced for good, then I know not who can lay claim to that distinction." (Cheers).

Mr. Larkin's Testimony.

The Hon. P. C. Larkin, High Commissioner for Canada—whose acceptance of the honorary presidency of the club Mr. Hanington announced, and who was warmly received—after expressing his appreciation of the honour conferred upon him, said: "I can assure you that it is a great pleasure to join in this luncheon to my friend, Sir Edmund Walker, whom I have known for so many years, and whom I have had the pleasure of being associated with in public work. Every Canadian knows of, and indeed every Canadian has benefited by, his public spirit. His interest in the University of Toronto has made it one of not only the largest but the principal institutions of education in the world. The Royal Ontario Museum is a monument to his industry. He has given largely of his means and largely of his time, to the Toronto General Hospital, thus showing his interest in and sympathy with those least able to help themselves. His love of art has led him to give much of his time to the Ontario College of Art and the Toronto Art Gallery, and I am sure that he has laid a foundation there that will lead towards culture and give pleasure to thousands. When his work is done he will have left his mark on everything Canadian, and it will be a most happy mark. I join with the greatest pleasure in adding my poor testimony to the public services of a great Canadian, Sir Edmund Walker." (Cheers.)

Sir Edmund Walker, who recalled that he was accorded the honour of responding to the toast of "Canada" at the first dinner of the first Canadian Club in Hamilton nearly 30 years ago, then delivered his address on Canada's financial problems, a full report of which will be found on page 105.

Canadian Community's Activity.

Mr. F. C. Wade, Agent-General for British Columbia, in moving a vote of thanks to Sir Edmund, expressed satisfaction at Mr. Larkin's acceptance of the honorary presidency, and said that, with the foundation during the past two years of the Canadian Club and the Canadian Chamber of Commerce, the Canadian community in London was putting its best foot foremost and trying to do all it could for Canada on all occasions. With regard to Sir Edmund Walker, he said the day would come when Canada would appreciate the great and level-headed part taken by him in helping so to direct the finances of Canada that she was enabled to carry the war debt with such success. To the references to his public work made by Mr. Larkin, Mr. Wade added the foundation of the Champlain Society.

The Chairman recalled that it was a year ago that day since twelve Canadians met in an office in the West End of London with a view to the formation of a Canadian Club of Great Britain. He announced that the Duke of Devonshire had accepted an invitation to address the club at a luncheon on Empire Day, when Mr. Larkin would take the chair; and he also called the attention of the company to the reciprocal arrangement with the Canadian Club of New York, by which members of the one club became *ipso facto* members of the other, visitors having to pay a charge of only $5 per month.

—* *—

"The Boys' Book of Canada," by Denis Crane, is to be published by Wells Gardner, Darton and Co. on Empire Day.

The Dominion and Manitoba Governments have agreed to submit to arbitration the question of the restoration to the Province of its natural resources.

Nearly 80 women left England for Canada by the Canadian Pacific liner *Montcalm* on Friday of last week, under the care of the Society for the Oversea Settlement of British Women.

CANADA'S NATIONAL PROBLEMS.

Sir Edmund Walker's Address at the Canadian Club of Great Britain. (See page 104.)

IT took some courage on my part to look back to an address at the Royal Colonial Institute in 1913. I spoke at a time when there had been a collapse in land values in Canada and also in other things. We were coming, it was thought, rather often to London for loans; men wondered whether we were not plunging nationally; and a Liberal Senate had just thrown out a Bill passed by the Conservative Commons under which, by building some battleships, we should have expressed our desire to share in the larger affairs of the Empire.

A vast quantity of water has gone under the bridges since then. The danger at all times of prophecy is evident, and yet I am glad that I said some of the things by which at that moment I sought to steady opinion in Great Britain regarding Canada. At that time we could not make provision by "houses, roads, bridges, railways, etc.," fast enough for the tide of immigrants coming to us at the rate of "five new people each year for every 100 people already there," and we needed new loans constantly because of this. The war stopped immigration for the time, and, whether wisely or not, we finished our trans-continental railways and are now overbuilt in that respect, although still short of houses, good roads, and many other things necessary to settlement and progress. A few million more people will stop the deficits in part of our railway accounts, and will make it

THE PACIFIC TERMINAL OF THE GRAND TRUNK PACIFIC RAILWAY.
Prince Rupert, on Kaien Island, B.C.

clear that further mileage will be necessary in areas properly selected. Neither this nor any other future growth, however, will justify certain existing railway mileage, the cost of which is a clear national loss and the operation a further loss, and it is vitally necessary that we should keep clear in our minds the difference between these two kinds of overbuilding.

Railway Building.

When the Canadian Pacific Railway had passed its period of doubt—a more distressing time than anything that we have in Canada to-day, or that is likely to arise from the present situation—the Dominion and Provincial Governments determined to aid the creation of a new system from a point east of Lake Superior to the Pacific Ocean. This intention met the applause of all Canada, except those interested in the Canadian Pacific Railway. It was clear that the country could not remain in the hands of one privately-owned railway company. If nothing further had transpired in trans-continental railway building in Canada, we should have had to-day two prosperous systems, privately owned, and affording to Canada such a competitive service as is necessary for the business and comfort of the country. Eventually the Canadian Northern Railway would have made the necessary connections with the Grand Trunk and other Eastern railways, and would not have needed to build east of North Bay. But, whoever conceived the idea, the fact is that during the Laurier administration the plan of a new trans-continental system from Moncton, New Brunswick, to Prince Rupert on the Pacific, came into being, and thus the present situation, plainly foreseen by many, became possible. Whether we have regard to that part of this vast scheme which was built by the Dominion Government or of that part called the Grand Trunk Pacific, which was a private enterprise aided by the Government and affiliated with the Grand Trunk Railway, it is absolutely fair to say that of the trans-continental mileage in Canada to-day, this is the part which should not have been built, some of it not just now, some of it not at any time.

The Dominion Government, in part because of the war, has been obliged to take over the two new trans-continental systems and also the Grand Trunk system—because it had become bankrupt through the advance it had made and the obligations it had entered into in building the Grand Trunk Pacific—and is now about to apply Government ownership to the largest system of railways in the world. Whether we believe in public ownership or not—I do not believe in it—is immaterial. We are forced to try it. Our people will not, in my opinion, be willing to sell these systems until they have tried their own experiment. It will, in any event, be costly, but I am not sure that in the long run we shall not benefit by our mistakes, large as their scale may seem just now. What is on trial is not so much public ownership as democracy. A Government Commission can manage some things as well as a private individual, but only when politics in no way whatever interfere. Our test is as to whether the people, as well as the politicians, will allow capable directors, members of the Commission appointed for the purpose, to manage the railways as if they were a business enterprise, subject only to the regulations established for the control of all Canadian railways.

Some of our Provincial Governments are also trying very large experiments in public ownership, and doubtless before another decade passes, we shall have acquired sufficient experience, either by success or failure, as it may turn out, to determine the future course in such ventures, even of a modern democracy.

The National Debt.

The great fact we have to face, apart from that of Government ownership of railways, is the National Debt, mainly created by the war. The debt and the railway burden will be tremendously eased by immigration, and met by such a levying of taxes as shall do the least harm to our powers of production, to both of which subjects I shall refer later.

I should like first to say a word as to the manner in which we raised the money with which to pay our share of the war. Before the war the Dominion Government borrowed in London, and rarely, if ever, offered a loan larger than £5,000,000. The net debt in 1914 was about 350 million dollars, and by 1921 these particular issues were reduced to about 310 millions. When the war burst upon us it did not occur to anyone that we could obtain money in any but the old way, and for a few months the British Government lent us the money with which to carry on a part of our new war needs. It soon became clear that this could not go on, and, although we feared we must look to New York, and we actually did obtain loans there, which now stand at about 135 millions, the outstanding fact is that we raised two thousand million dollars from our own people in Canada. The war and demobilisation, pensions thus far, soldiers' civil re-establishment, etc., have cost us with interest down to date $2,250,000,000.

Teaching the Public to Buy Bonds.

Now, how did a country where no large Government loan of any kind could be floated before the war absorb over two thousand millions in a few years? Of course, the underlying fact was that the money was mainly spent at home, because we made munitions and produced exports for others more than enough to cover the cost of our armies in Europe. We had, however, to teach a public to buy bonds, who in the main had never seen a bond or made an investment in securities of any kind. They understood land deeds and mortgages, but no other forms of securities, and many of them not these. The Finance Minister first determined that the loans should bear in interest the true value of money at the moment, and that the money should not be raised at too low a rate, helped out by the power of sentiment; that the maturities, while as short as possible, should be clearly beyond the end of the war: that as far as possible there should be no reliance on Treasury Bills; that banks must not be expected to become owners of such long-dated securities, their business being to keep liquid for the commerce of the country. But, sound as are these principles, the public had to be educated and reached, and this was accomplished by practically every bond dealer and his network of country agents devoting to each issue his entire staff and machinery, to the extend of putting aside the sale of any other securities while such a campaign was in force. Almost every sale, however, was an attack upon a bank deposit, and the bank manager had to join in the campaign and urge people to buy the bonds even though he saw his deposits melting. The sales of bonds directly through my own bank during the war exceeded 320 million dollars. We at the head knew that our lost deposits would come back in some form or other, but it was hard to convince some of our managers. The result was that when the war ended, or soon thereafter, the Government had placed its war debt; the banks neither owned nor were carrying for others any important part of it, and a new body of investors had been found who owned most of it. I know no other country in the world where that was the case.

It may be thought that our problem was easier because it was smaller than that of the great nations, but this was not true.

Our problem was relatively to our resources and our size almost appalling.

Our net debt is now said to be about two and a half thousand millions of dollars, in addition to which we have large contingent liabilities arising from guarantees of railroad bonds and otherwise. Of this about two billions is due to ourselves. A debt due by a nation to some of its own citizens will never ruin any country if the taxation is fair. The real problem is to make the incidence of taxation reasonable enough not to kill enterprise and thus lessen production. The super-taxes, as they are now levied in Great Britain, the United States, and Canada, are not only an instance of unfair taxation but are calculated to destroy enterprise and to be the worst kind of boomerang. Heavy income-taxes, graded as to wealth, are no doubt inevitable, but the principle of taxation should be to penalise the spender and not the saver. With our enormous war debt we need at the base a tax in which all join, which can hurt no one seriously, and upon which income and other forms of taxation, levied on the theory that some should pay a heavier percentage than others, can be established without ruin to enterprise and punishment to those who make or save money. With a sane system of taxation, Canada can quite readily bear the burden of the war so far as she owes it to herself.

Immigration and Settlement.

That smaller portion due to other countries and the debts of Provinces, municipalities, and others also due abroad, will still remain our most important financial problem. For this and for our overbuilding in railways we must look to enlarged production, and for this enlarged production we must look to immigration and farm settlement, to research in connection with our national resources, and to general developments. Before the war we had a large and persistent stream of immigration, and we gave away 160 acres to every homesteader, rapidly opening up new sections of our West, regardless of the cost of building railways when compared with the extent of settlement. Now we can afford to restrict immigration except for land settlement. We cannot afford to give land for nothing to people without any training whatever in agriculture, and we must fill the unsettled lands in areas provided with railways before we open up new areas and build new railways. These unsettled areas are often in private hands, but that difficulty must be dealt with. We can better afford to hunt through Britain and all Eurone for those who come from the land direct, give them some preliminary training in agricultural methods in North America, sell them a land-holding partly prepared for farming, and fix the annual payments in strict relation to a possible rental, but ending in ownership, than to invite promiscuous immigration. We have already in our Soldiers' Settlement work demonstrated that even a Government Commission with devoted public servants in command, not interfered with by politicians, can lend money and recover it and bring about sound land settlement of this kind. This would be Government work not in opposition to but in company with such fine work in land settlement as that of the Canadian Pacific Railway, the Hudson's Bay Company, and others.

Developing Natural Resources.

We must improve our agriculture in some parts of Canada by recognising the methods used in other countries to conserve the fertility of soils and really to cultivate, as opposed to what is called "mining" the soil for wheat. If our agricultural work was equal to our pastoral we should be in better shape. We are one of the largest possessors of coal and of water-power among nations, but our coal is not near enough to our present manufacturing areas, and our water-powers are only highly developed in two Provinces. Through better distribution of coal and further development of water power and growth in population, we can hardly fail to be able to compete eventually with any nation in the world in this respect. Few countries have larger possibilities in mining. We have the largest exposed area of the Archæan, in which precious metals are found, and the largest of the Huronian, the lowest rocks following the Archæan, in which copper and iron occur on a large scale. We have the world's nickel and asbestos, and as manufacturing, transportation, and population increase, we have most of the minerals necessary to future industries. The total product of our mines is already very large, and will surely reach astonishing figures before very long. Industrial chemistry has just begun, and, given the favourable situation for transportation and labour, there are many directions in which we can develop important works. The time has past when we thought we could afford to "slaughter" our natural resources, selling them in the most wasteful manner for a trifling return, because we were made rich individually by the vastness of the quantity.

The war, to our great surprise, demonstrated that we can, so far as mere skill is concerned, carry on most complicated work in manufacturing—as witness fuses and shells. Our business is to discover markets in addition to the small market we have at home. This is not easy—indeed, it was never so difficult as just now, with the world's disordered currencies; but, in this respect, if we are not better off, we are not worse off than most of the rest of the world.

New Responsibilities and Powers.

The war has changed everything. That we must plough deeper, bend our shoulders more, learn new things, and generally put our breasts to a stiffer brae than ever before, is as true in Canada as of other countries. I think we all realise that. But while the war has brought us these new and severe responsibilities, it has nerved us for a larger day. I shall not say anything about our share in the war except, as a father of Canadian boys and an old man, that we are proud that we could do it, and that we did it. I was one of those who before the war was disturbed about our position in the Empire—the relations between Canada and the Mother Country. Not that we needed more autonomy, but that, having so much, we should do more in co-operation. Should we do our duty when the day of trial came? Would trouble draw us together or separate us? Well, trouble drew us together, and I am sure will do so again. But now that it is over and we are a nation and one of a League of Nations, we have a little more co-operation, but still more autonomy. We are proud that we are Canadians, and that we are British, but I wish that every Canadian would put the Empire first. Our own particular future may or may not depend upon the Empire, but the civilisation of the world clearly does. We are proud that we have created a nation which stretches from the Atlantic to the Pacific, capable of giving homes to more English-speaking people than exist to-day outside of the United States, but when we cast our eyes abroad and consider the distracted world in which we live, we find that our pride, our satisfaction, and our confidence in the future lie in the fact that we are part of, and have a voice in, the affairs of the greatest force for order and for good that exists.

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OBITUARY.

At St. Johns, P.Q.—Mr. William Anderson Campbell (87), a native of Glasgow, president of the Dominion Sanitary Pottery Company.

At Montreal.—Mrs. James L. Ross (80); Mrs. J. H. Carson (70); Captain Emanuel R. Lamontagne (57), who served in the North-West Rebellion and with the Lovat Hospital unit in France; Mr. Arthur S. Masterman (69).

At Toronto.—Mr. William Rogerson, a native of Wilton, Yorks. At London, Ont.—Mr. Robert Boston (86), formerly M.P. for South Middlesex. At Brockville.—Mr. Charles E. Field (87), who built the first railway on Montreal Island.

At Winnipeg.—Mr. Alexander Rae Davidson (67).

At Woodstock, Ont.—Mr. George R. Pattullo (77), Registrar of Oxford County, formerly editor of the *Sentinel*, and at one time general agent of the Liberal party.

At Vancouver.—Mr. F. M. Perkins (50), of South Fort George; Mrs. C. O. Fricker (29).

Captain Dies at Sea.

Captain Harry Leonard Waite, master of the Canadian Pacific liner *Melita*, died during the voyage from St. John, N.B., to Southampton and Antwerp. Captain Waite, who was 48 years of age, was suddenly seized with appendicitis, and died at sea after an operation performed by the ship's surgeon, assisted by two other doctors, last Saturday evening, twenty-four hours before the arrival of the ship at Southampton on Sunday. It was only his third trip in command of the *Melita*, he having been previously in command of the *Victorian*. Captain Waite joined the Canadian Pacific in December, 1904, and during the war did splendid service with the rank of lieutenant, R.N.R., as chief officer of the *Empress of Britain*. His first command was the *Dunbridge*, and from that ship he was promoted to the *Victorian*, and later to the *Melita*. He was one of the most popular of Atlantic skippers. His remains will be taken to Worcester for burial.

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FARMER MEMBERS SEEKING KNOWLEDGE.

The Hon. Herbert Greenfield, Premier of Alberta, is starting a "school" for the farmer members of the Legislature. They are to be divided into groups of half-a-dozen or so, and each group is to make an intensive study of the Department to which it is assigned.

The farmer members had a meeting before leaving Edmonton, and decided, among other things, that they wanted to know more about the inside workings of the Government. They felt that before another session opened they should be familiar with details of how and why the Government does certain things, and the wherefore of various Departmental expenditures, so that they might more intelligently discuss these matters in the house.

Each group will specially concern itself with the work of the Department selected for its study. Members of the group will receive Departmental reports, meet from time to time with the Minister in charge, and go into the various works ahead of that Department.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication.

Sir Robert Borden arrived in London from Paris on Tuesday night, and is the guest of Sir Campbell Stuart at 1 Hyde Park Gardens, W.2.

* *

The Hon. P. C. Larkin, High Commissioner for Canada, and Mr. Victor Gordon, Acting High Commissioner for Newfoundland, were present at the Easter banquet given by the Lord Mayor of London at the Mansion House on Wednesday.

* *

Mr. Larkin has succeeded Sir George Perley on the Imperial War Graves Commission, and Mr. W. L. Griffith takes his place on the Pacific Cable Board.

* *

Mrs. and Miss Larkin are expected to arrive in England on Monday by the *Cedric*.

* *

Lord Shaughnessy, chairman of the Canadian Pacific Railway Company, who was to unveil a war memorial tablet in the European head office (62-65 Charing Cross) yesterday (Friday) at 5.30 p.m., is to return to Canada by the *Empress of France* next Wednesday.

* *

Lord Shaw of Dunfermline is to visit Canada this summer, in order to attend the meetings of the Canadian Bar Association.

* *

The Hon. John Hart, Minister of Finance in the British Columbia Cabinet, was also sworn in on April 10 as Minister of Industries, the Premier (Hon. John Oliver) having relinquished that portfolio, though retaining that of Minister of Railways.

* *

The Countess of Strafford is about to leave for Canada, and will be the guest of Lord and Lady Byng. Lady Strafford expects to pay a visit to Western Canada before returning to England, and on that trip she will be accompanied by her daughters, Lady Elizabeth and Lady Mary Byng, who have been in Canada with their Excellencies for a few months.

* *

Guests of Colonel and Mrs. Grant Morden last week at Heatherden Hall included Field-Marshal Earl French of Ypres, the Prime Minister of Western Australia (Sir James Mitchell), the Bishop of Birmingham, Colonel du Pre, M.P., and Mrs. du Pre, Major-General the Hon. Sir Newton J. Moore, M.P., Major Geo. Hamilton, M.P., and Sir William and Lady Savory.

* *

Marshal Joffre, accompanied by Mme. Joffre, Colonel Issaly, Commander Davy, and Major Mallein, will sail by the White Star liner *Celtic*, which leaves New York for Liverpool on Saturday next, April 29. Mr. Samuel Hill, of Seattle, who entertained the Marshal for the opening of the Peace Portal at Blaine, on the borders of the United States and Canada, is also sailing on the *Celtic*.

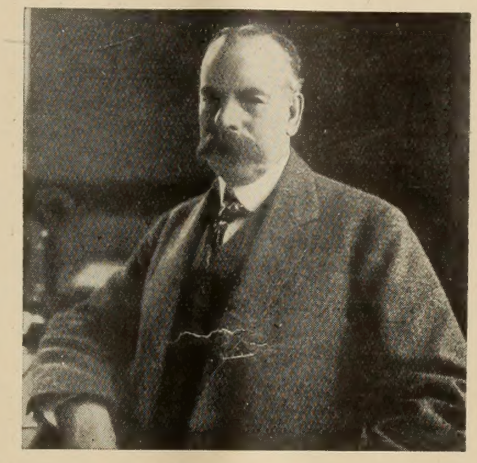
* *

Mr. John T. Babcock, who was for twenty-five years Fishery Commissioner for British Columbia, is staying at the Hotel Cecil.

Chief Justice and Mrs. William Howard Taft intend to spend most of the summer at Murray Bay, Quebec. Mrs. Taft will make a short trip to England about June 1 and then join her husband at Murray Bay.

* *

Colonel Noel Marshall, president of the Canadian Red Cross Society, accompanied by his daughter-in-law, Mrs. Rud Marshall, has left London for Florence and



LT.-COL. NOEL MARSHALL.

Venice. On their return Colonel Marshall expects to spend several weeks in England.

* *

Major-General Garnet Hughes was a passenger by the *Empress of Scotland*, which sailed last Saturday. General Hughes has left on a hurried business trip to Canada, and expects to be back in London not later than the third week in May.

* *

Sir Edmund Walker, president, and Mr. Charles Cambie, London manager of the Canadian Bank of Commerce, are leaving for a three weeks' tour in France, Belgium, and Spain, in the beginning of next week.

* *

At the luncheon given in London on Monday to Sir Edmund Walker by the Canadian Club of Great Britain, at which Mr. C. Lionel Hanington presided, those present included the Hon. P. C. Larkin, Sir Gilbert Parker, Sir Henry Japp, Sir Cecil Partridge, Sir Campbell Stuart, and Messrs. F. C. Wade, J. Howard, C. Cambie, F. W. Ashe, A. Lorne Hamilton, G. W. Badgerow, Donald Armour, W. P. Bull, E. R. Wayland, J. E. Adams, H. J. Landall, B. G. Garton, R. Cassidy, A. Lapthorn Smith, M.D., G. T. Varney, C. A. Clark, G. E. Cowie, G. M. Moon, G. D. Young, F. J. Gemmell Smith, W. H. Rice, R. B. Stewart, C. F. Hepburn, G. Pepall, C. S. Macdonald, W. D. Cavendish, and G. H. Ward (hon. secretary).

* *

The Dominion Government has appointed Dr. Grace Ritchie England, of Montreal, as delegate for the Dominion to the Pan-American conference of women at Baltimore in May. Many organisations of Canadian women will send delegates to the Pan-American meeting, including the National Council of Women, which has named Dr. Augusta Stowe Gullen, of Toronto, and Mrs. Atherton Smith.

Mr. A. J. Glazebrook, of Toronto, is staying at the British Empire Club.

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Mr. Henry F. Mytton, of Kamloops, is staying at the Bath Club, Dover Street.

* *

Mr. Alexander R. O'Neill returned to Toronto on the *Aquitania* last Saturday.

* *

Mr. and Mrs. John R. Munn and Mr. and Mrs. H. C. Whalen left Liverpool by the *Baltic* last Saturday.

* *

Mr. James Parker, barrister, has returned to Toronto, after a business trip to London, by the *Metagama*.

* *

Mr. R. Randolph Bruce returned to Canada on the *Empress of Scotland*, on his way to his home in Windermere, B.C.

* *

Mr. C. H. Verge, assistant to the Agent-General for Quebec, left London yesterday for a three weeks' holiday, which he will spend in Italy.

* *

Mr. Edward A. Peterson, mining engineer, has returned from an inspection of properties in Canada, and is staying at the Hotel Metropole.

* *

Mr. Algernon Talmage, R.O.I., who has been elected an Associate of the Royal Academy, was one of the Canadian official artists in France in 1918.

* *

Mr. W. H. Hayward, for fifteen years in the British Columbia Legislature, has gone on a visit to that Province for some months, sailing on the *Montcalm*.

* *

Mr. R. Y. Eaton, first vice-president of the T. Eaton Co., Ltd., and a cousin of the late Sir John Eaton, has been appointed to succeed him as president.

* *

Engineer Sub-Lieut. K. A. Mackenzie, R.C.N., is posted to H.M.S. *Vivid*, additional, for course of instruction in engineering at R.N. Engineering College, Keyham.

* *

Mr. W. C. Noxon, Agent-General for Ontario, though still compelled to use crutches as a result of his recent accident, has resumed his duties at his office in London.

* *

Dr. W. Bell Dawson, of the Tidal and Survey Branch of the Naval Department, Ottawa, is to be one of the Canadian representatives in attendance at the International Service Conference in Rome next month.

* *

Arrivals last Sunday by the *Homeric* included Mr. Maurice Alexander, Mr. E. G. Chadwick, Mrs. E. D. Hague, Mr. and Mrs. I. W. Killam, Mr. J. D. Robb, Sir Charles Ross, and Mr. and Mrs. J. A. Ross.

* *

Sir Harry Brittain, M.P., presided at a dinner to Mr. D. W. Griffith, the American film producer, in London on Friday of last week, and among others present were Sir Gilbert Parker and Mr. Donald Armour.

* *

Lady Brittain has been awarded the first prize in an open competition organised by an American musical journal for the best and most original composition for the harp submitted. Lady Brittain's composition is entitled, "Asiatic Sketches."

* *

Lady Davis, wife of Sir Mortimer Davis, of Montreal, has left their villa at Golfe-Juan, where they have been spending the winter, and has arrived in Paris. She will spend the month of May there before coming to London for the rest of the season.

FORTHCOMING EVENTS
Of Special Interest to Visiting Canadians.

APRIL 27.—Pianoforte recital by Lucille Oliver, Wigmore Hall, 3.
APRIL 29.—Royal Academy Banquet.
MAY 1.—Rt. Hon. Lord Justice Scrutton, on "Law and Business" at University College, London (Gower Street, W.C.), 5.15.
MAY 2.—Pianoforte recital by Ann Kraft, Wigmore Hall, 8.15.
MAY 4.—Rev. P. B. Clayton, on "Toc H. in Canada and the States," 123 St. George's Square, Pimlico.
MAY 4.—Church Army 40th Annual Meetings, Queen's Hall, Langham Place, 3 (Bishop of Lichfield in the chair), and 8 (Sir Robert Newman in the chair).
MAY 10.—Empire Press Union luncheon to Lord Northcliffe.
MAY 18.—Royal Tournament opens at Olympia.

PURELY PERSONAL—*continued.*

Among the departures for Quebec by the *Empress of Scotland* last Saturday were: Mrs. M. A. Dawes, Mr. and Mrs. A. Dionne, Mr. and Mrs. E. C. Holden, Mr. and Mrs. E. W. Kneeland, Mr. T. D. Law, Mr. and Mrs. W. E. Martin, Mr. E. W. McKean, Mrs. O. B. Sutherland, Messrs. G. W. and C. E. McLaughlin, Lieut.-Col. W. D. Birchall, Major F. P. Barton.

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Among those who left for Montreal by the *Metagama* on April 20 were: Mr. W. J. Bassett, Mr. and Mrs. R. Benson, Mr. and Mrs. R. V. Biddulph, Mr. J. H. Calvert, Mr. D. Campbell, Mr. N. Carruthers, Mrs. Doig, Mr. A. Downing, Mr. and Mrs. A. F. Dunlop, Mr. and Mrs. A. Gilchrist, Mr. A. J. Holling, Mr. W. Kerr, Mr. G. McBeth, Mr. J. Parker, Mr. E. B. Smyth.

* *

Among the arrivals by the *Montcalm* last week were the Hon. Mrs. Piers Legh and her three children, Miss Betty Shaughnessy and Masters Thomas and Alfred Shaughnessy; Mr. Harold Kennedy, the Misses Jean and Sybil Kennedy, Mr. H. de Long, Mr. I. Watt, Miss Gyneth Wanklyn, Mrs. G. T. LaMontagne, Miss Louise LaMontagne, Mr. H. G. LaMontagne, Mrs. L. C. Lawford, Miss Margaret Douglas, Mrs. M. McKean, Mrs. R. C. Hunt, Miss Beryl Hunt, Miss M. J. Pemberton, Miss E. W. Wright, Lieut.-Col. J. H. Hough, Mr. Duncan McLennan, and Mr. F. W. Barlow.

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Among the departures by the *Montcalm* for Quebec on April 21 were: Mr. and Mrs. T. E. Armstrong, Mr. J. A. Bernier, Mr. J. M. Bishop, Mr. and Mrs. G. R. Boulter, Mr. and Mrs. R. J. Campbell, Capt. D. S. Cassidy, Mr. W. Cockburn, Mr. W. M. Davies, Mr. and Mrs. G. H. Densley, Mr. and Mrs. W. J. Dickinson, Mr. C. R. Elderton, Mr. J. G. Greenshields, Mr. O. Griffith, Mr. W. Havelock, Mr. W. H. Hayward, Mr. and Mrs. J. H. Herring, Mr. and Mrs. H. R. Hipwell, Miss A. Hobday, Mr. G. H. Irwin, Mr. and Mrs. T. H. Knee, Mrs. F. E. Lort, Mr. and Mrs. P. R. Myers, Mr. J. D. Orpen, Mr. H. L. Polson, Dr. and Mrs. L. Provost, Mr. J. S. Rayside, Mr. and Mrs. R. Simons, Mr. G. Stephens, Colonel and Mrs. M. S. Sullivan, Mr. F. E. Talbot, Mr. and Mrs. L. Taylor, Mr. J. H. Thibaudeau, Mr. G. Twineyard, Mr. E. White.

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ENGAGEMENTS AND MARRIAGES.

Mr. and Mrs. W. A. Brophy, Montreal, announce the engagement of their daughter, Irene Rosamond, to Mr. Norman Dwight Clarke, elder son of Mrs. Clarke and the late Mr. F. G. Clarke, Glen Road, Toronto; the wedding to take place the first week in May.

The Hon. P. C. Larkin was present on Tuesday at the marriage at Christ Church, Southgate, of Mr. Godfrey Holdsworth, M.C., to the Hon. Andrina Forrestdale Weir, daughter of Lord and Lady Inverforth.

* *

Mrs. W. W. Playter, of Long Beach, Cal., announces the marriage of her daughter, Greta Adele, to Mr. Stanley G. Tobin, M.P.P.

* *

The engagement is announced in Victoria of Armine, eldest daughter of Mr. and Mrs. F. B. Pemberton, to Captain Lancelot de Saumerez Duke, R.F.C., eldest son of Dr. and Mrs. Valentine de S. Duke.

* *

The marriage of Miss Frances Bardorf, daughter of Mr. C. F. Bardorf, Montreal, to Mr. Fred H. Goodchild, son of Mr. and Mrs. H. W. Goodchild, of Ottawa, took place on April 20 at the Church of the Messiah, Montreal.

* *

The marriage of Miss Pauline Elizabeth Rye, daughter of Mr. and Mrs. Roger C. Rye, to Mr. Darrel D. Steeves, son of Dr. and Mrs. W. H. Steeves, of Fredericton, N.B., has taken place at the home of the bride's parents, Westmount, P.Q.

* *

At St. Cuthbert's, Princeton, B.C., on February 28, Eleanor Mary Bentley, second daughter of the late Dr. R. I. Bentley, was married to Harry Lawrence Trehearne, youngest son of the late Mr. William Trehearne, of Surrey, England.

* *

The marriage is to take place to-day of Margaret Wilkes, daughter of the late Mr. E. W. Waud and of Mrs. Waud, Westmount, to Mr. Ludlow St. John Haskell, M.C., eldest son of the late Mr. P. M. Haskell and of Mrs. Haskell, of Lachine, P.Q.

* *

The marriage of Miss Marjorie Clair Aylen, second daughter of Dr. and Mrs. Ernest D. Aylen, to Mr. A. Russell Binning, eldest son of Mr. and Mrs. J. R. Binning, Côte des Neiges, P.Q., took place on April 7.

* *

The marriage has taken place, in Kingston, Ont., at St. George's Cathedral, of Miss Claire Strong Robinson, elder daughter of the late George Armine Robinson, who was manager of the Bank of British North America, and of Mrs. Robinson, to Mr. Wilton A. Block, of Rochester, N.Y., son of Mr. and Mrs. Alvin Block.

* *

The engagement is announced between Commander James Millar Begg, R.N., H.M.S. *Victory*, eldest son of Mr. and Mrs. H. A. Begg, of 1 Chesterfield Gardens, Hampstead, and Phyllis Marion Mackenzie, younger daughter of Mr. and Mrs. Roderick Mackenzie, of Keston, Furzedown Road, Southampton, recently of Victoria, B.C.

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MRS. HENSHAW'S LECTURE.

Mrs. Julia W. Henshaw, Croix de Guerre, F.R.G.S., etc., of Vancouver, B.C., gave a most charming and interesting lecture last Tuesday on "Adventures in the Canadian Rocky Mountains," illustrated by most beautiful lantern-slides which she took and hand-painted herself. Mrs. Henshaw is a botanist of note, and has spent many years in the Rocky Mountains, compiling her book on the wonderful Alpine flora to be found in those regions. She brought the gorgeous flowers and grand scenery of the Rockies most vividly before the minds of the large and fashionable audience which overflowed the spacious ball-room of Chandos House (kindly lent by Cora Countess of Strafford).

The afternoon's entertainment was organised by the Duchess of Buckingham and Chandos, in aid of her St. Mary's Club for working-girls in the East End of London, and was under the patronage of H.R.H. the Princess Royal, H.H. Princess Helena Victoria, the Archbishop of Canterbury and Mrs. Davidson, the Duchess of Grafton, the Duchess of Rutland. Amongst the audience were the Marchioness of Curzon, Countess of Albemarle, Countess Temple of Stowe, Countess Erroll, Viscountess Barrington, Viscountess de la Panouse, Viscount and Viscountess Burnham, Baroness d'Orzeval, Lady Leith of Fyvie, Lord and Lady Cable of Ideford, Sir Edward Goschen, Lady Dundas, Lady Williamson, Lady Isobel Stewart, Lady Caroline Grenville, Lady Moir, Lady Tree, Sir Frederick and Lady Green, Mrs. Glasgow, Mrs. Griffiths, Mrs. Hill, Mrs. Fleming, Mrs. Chipman.

During an interval between the two parts of the lecture Lady Tree gave a most amusing recitation entitled "George Washington," in her usual delightful manner, and Miss Mabel Priest, who has a beautiful voice, sang "My Prayer" and "Arise O Sun." Miss Virginie Terry contributed two well-rendered songs. The Duchess of Buckingham and Chandos, who acted as chairman, is much to be congratulated on the great success of the entertainment.

—* *—

Sperling's Journal in its original form having been discontinued, this publication, containing monthly reports from companies, dates of payment of coupons and dividends, and statistical summary, will be issued free to those interested in the companies scheduled. The other portion of the journal will be embodied in the Financial Supplement of the *Saturday Review*.

WHERE TO GO AND WHAT TO SEE.

A Weekly Bulletin of Amusement Round London.

OUT-OF-DOORS.

ZOOLOGICAL GARDENS, Regent's Park.

INDOORS.

THEATRES, ETC.

COURT, Sloane Square.—"Windows."
GLOBE, Shaftesbury Avenue.—"Mr. Pim Passes By" (Irene Vanbrugh, Dion Boucicault).
HAYMARKET, Haymarket.—"Quality Street" (Fay Compton, Hilda Trevelyan).
HIS MAJESTY'S, Haymarket.—"Cairo" (Lily Brayton, Oscar Asche).
ROYAL OPERA HOUSE, Covent Garden.—Opera.
ST. MARTIN'S, West Street, Charing Cross Road.—"Loyalties" and "Shall We Join the Ladies?"
WINTER GARDEN, Drury Lane.—"Sally" (George Grossmith, Dorothy Dickson, Leslie Henson).
WYNDHAM'S, Charing Cross Road.—"Running Water."

Varieties.

COLISEUM, St. Martin's Lane.
MASKELYNE'S Theatre of Mystery, Langham Place.
PALACE, Shaftesbury Avenue. — "Co-optimists." ("Pierrotic" entertainment.)
PAVILION, Piccadilly.—"Fun of the Fayre."
PRINCES, Shaftesbury Avenue. — Harry Lauder.

EXHIBITIONS AND SHOWS.

BEAVER HUT, Strand.—St. Dunstan's Exhibition.
CRYSTAL PALACE, Sydenham.—Imperial War Exhibition.
MADAME TUSSAUD'S Exhibition, Baker Street.
ST. JAMES'S PALACE.—Princess Mary's wedding presents (11-4). (Closes April 29.)

CANADA AND ST. GEORGE'S DAY.

Mr. F. C. Wade on the Canadian Stock.

Mr. F. C. Wade, K.C., Agent-General for British Columbia, delivered the following speech on Monday night at the annual banquet in London of the Royal Society of St. George, in responding to the toast of "The Royal Society of St. George and its Branches throughout the World."

A CHERISHED boast of our Australian friends is that their country is 92 or 99 per cent.—I forget which—British. I read this in a speech the other day, and at the same time a despatch that a British ship had been prevented from discharging its cargo at an Australian port because it had an all-British crew. We British have quaint ways of showing our devotion to one another!

We cannot make the same boast in Canada. We are not all of British stock. The Indians of our primeval forests and illimitable plains were the original Canadians. There are people over here who think that we still live in wigwams and brandish tomahawks. I assure you that this is not the case. Readers of Parkman, Ballantyne, Henty, and Fenimore Cooper, and those who have studied the pictures of Paul Kane, Remington, and John Innes are familiar with the Indian story. Joseph Brant, the greatest Mohawk of his time, and the Shawnee chief, Tecumseh, can never be forgotten. The Canadian Indians fought for us at the capture of Detroit, at Queenston Heights, at the defence of York and Fort George, at Beaver Dam and Lundy's Lane, at Chateauguay and Chrysler's Farm. Many lost their lives in the Great War. Nor must we overlook the fact that your Royal President is an Indian Chief. I do not often so far forget myself as to drop into poetry, to use Mr. Silas Wegg's expression. According to Mr. Samuel Weller, "Poetry's unnat'ral; no man ever talked in poetry 'cept a beadle on Boxin' Day, or Warrin's blackin', or Rowland's oil, or some of them low fellows; never let yourself down to talk poetry." But when the Prince of Wales was declared Chief Morning Star by the Stony Indians under the shadow of the Rocky Mountains, the event seemed so striking that I could not refrain from penning these few unworthy lines:—

Gathered where the mountain torrent rages,
Sheltered by the Rockies, peak and scar,
The oldest, simplest folk of all the ages
Proclaim thee, "Morning Star."

The star that first dispels the darkness,
And heralds the coming of the dawn,
We hail the name, dear Prince, with gladness,
Sweet omen of the day to come.

The French Regime.

The story of the French régime in Canada is a noble part of our rich historic heritage. From Jacques Cartier in 1534 and Champlain in 1603, to the death of Montcalm on the Plains of Abraham in 1759—what a panorama of struggles under hardships and difficulties to found a new nation in the wilderness! Who could refuse a tribute to the heroism of de la Tour, Dollard, and Marie Magdalene de Verchères? Who can withhold his admiration from those intrepid discoverers, Marquette, Hennepin, and the La Verandryes? When has religious devotion entailed greater sacrifices than in the martyrdoms of Father Daniel, of Brebœuf, of Lalemant? There are the Jesuit relations in old Norman French, like the Anglo-Saxon Chronicle of an earlier day. There are a thousand other associations, historical and literary, any one of which would dignify an illuminated missal. Had we been all-British, much that is picturesque and ennobling in our history could never have been written. There is more romance and colour in the early history of Canada under the French régime than in almost any other country in the world. Nor did interest cease with Montcalm and Levis and the Battle of the Plains. Sir George Cartier, La Fontaine, and Sir Wilfred Laurier are but a few of those whose statesmanship sheds lustre upon the name and fame of Canada.

Forgive us, then, if we are not all of one race, if we are not a picture in monochrome, a garden with only one type of flower, and that not the *fleur de lys*. We are proud that we are able to combine in the great Dominion the excellences, not only of the British race, but of that other great and sensitive but steadfast nation, England's sworn ally and faithful friend, *la belle France*.

Indeed, where is there a country that has developed or flourished as a single race? What of England? Would we throw away all the blessings of architecture that come from the Normans? Would we dismiss from our memories the tales of the age of chivalry? Would we annihilate all traces of the Anglo-Saxon who gave us trial by jury and the beginning of representative government? Would we strike from the picture the Dane, the Jute, and the Angle, or the Pict and the Scot? As a famous writer has said, "In reality, if we want to find a pure race, we must visit the Esquimaux or the Fuegians or the Pygmies; we shall certainly not find one in Europe."

What, then, is this alchemy of the soul which leads races and nations so diverse to risk not only their fortunes but their very lives in a common cause? What is patriotism? Were Canada and Australia, New Zealand and South Africa thinking only of their own doorsteps in the Great War? What about the United States, India, and Japan? Were they all saying to themselves, with Sir Walter Scott, "This is my own, my native land?" The conception seems to have been much wider. The Great War was a fight for community of ideals. To quote the Dean of St. Paul's:—

> We do not believe in war, and we do not believe in bullying. We do not flatter ourselves that we are the super-men; but we are convinced that the ideals which we stand for, and which we have on the whole tried to carry out, are essential to the peaceful progress and happiness of humanity; and for those ideals we have drawn the sword.

And so we pass from rare patriotism to a patriotism of ideals, and find in it a sentiment strong and overwhelming enough to convulse the world.

Canadian Soldiers' Exploits.

I shall not be expected to recount the exploits of the Canadians in the Great War and in other previous wars. I can refer, however, to what was done by Englishmen in Canada on the two occasions in late years when the very existence of England was at stake. When the news of the South African War reached the Klondike I saw many young Englishmen, members of the famous North-West Mounted Police force, sell their outfits and their interests for dogs, grub, and a Juneau sleigh, silently say good-bye, and begin the mid-winter tramp of 600 miles over the ice, and the first stage in the journey of many thousand miles to Johannesburg. When the war alarm was sounded in 1914 the English farmers from the islands and coasts of British Columbia bade farewell to their homes, leaving their wives, like Penelope, silently knitting pending their return. They left their mark with the Canadians at Ypres, at Festubert, and Givenchy, at St. Eloi, Sanctuary Wood, and Hooge, and at Courcellette and Mouquet Farm, in the Battle of the Marne, on Vimy Ridge in 1917, at Arleux and Fresnoy, in the advance on Lens, and the taking of Hill 70, and at Passchendaele. Then, in 1918, there was the Battle of Amiens and the breaking of the Quéant-Drocourt line, part of the Hindenburg system. Next came Cambrai, the fighting at Denain, Valenciennes, and Mons, ending the very day when the Armistice came into force. More could not have been done. In every field they held high the banner of St. George. "St. George and Merrie England" was, as of old, their battle cry.

The Cry of the Blood.

We are here to do honour to St. George, the Patron Saint of Englishmen, and to that other saint, uncanonised as yet, immortal Shakespeare. We are here to honour England. There are, it has been said, few emotions of which one has less reason to be ashamed than the little lump in the throat which the Englishman feels when he first catches sight of the white cliffs of Dover. Although more than a hundred years have passed since my grandfather crossed the seas from Yorkshire and my grandmother from Cornwall, I must plead guilty to the same tell-tale sensation. Where is the English Canadian who has not thrilled with this same cry of the blood?

Thy fame is ancient as the days,
As ocean large and wide;
A pride that dares, and heeds not praise,
A stern and silent pride;
Not that false joy that dreams content
With what our sires have won;
The blood a hero sire hath spent
Still nerves a hero son.

Land of Hope and Glory, Mother of the Free,
How shall we extol thee, who are born of thee?
Wider still and wider, shall thy bounds be set;
God, who made thee mighty, make thee mightier yet.

—* *—

The Dominion Rifle Association has decided to send a team of one officer and ten men to this year's Bisley, instead of two officers and 20 men, as formerly, says Reuter's Ottawa correspondent.

In future any citizen of the Province of Quebec may write or telephone to the shops of the Liquor Commission and order one bottle of spirits or as much wine as is required (says the Toronto correspondent of *The Times*). On payment of the charges and 30c. carriage the liquor will be delivered at his residence. If he lives in a country district the Commission will bear the cost of transportation, but the cost of the packing and the container will be charged to the consumer.

ONTARIO PROVINCE.

OTTAWA.—Prevailing rates for farm labour locally are $25 to $30 a month. Last summer the regular rate was $35. Board and lodging are included, as usual.

——Mr. Herbert Marler, M. P. for Montreal, has been elected chairman of the special committee on pensions, insurance, and re-establishment of returned soldiers.

TORONTO.—The harbour was opened for navigation on March 27, with the arrival of the s.s. *Dalhousie City*.

——Mr. William Findlay, business manager of the *Globe*, is severing his connection with that paper on May 1 to become a member of the executive board of the Advertising Agency of A. McKim, Ltd.

——The Dominion Bank team of this city, by defeating the the Bank of Montreal of Montreal, has won the Bankers' Championship and the Bogert Cup.

HAMILTON.—On April 9 Lord and Lady Byng accompanied Mayor Coppley and Controllers Jutten and Davis to service in Christ Church Cathedral. Later in the day the Governor-General was the guest of Sir John Hendrie. A public welcome and reception was also tendered.

LONDON.—This city's tax rate for 1922 is 34.9 mills, against 38.9 mills last year.

WINDSOR.—Mr. Gordon M. McGregor, former vice-president of the Ford Motor Company, who died on March 11, left an estate valued at $1,069,045. The bulk of the estate was left to his widow.

BRACEBRIDGE.—Mr. H. J. Bird, jun., has been elected Mayor by acclamation, replacing Mr. P. A. Smith, who resigned.

QUEBEC PROVINCE.

QUEBEC.—The Provincial Government has appropriated a sum of $300,000 to enlarge the Quebec Court House. The Quebec City Council has passed a resolution urging the Government to acquire three properties instead of one, in order that the Government may have all the land necessary for future development.

MONTREAL.—Notre Dame Convent, the oldest teaching institution in the Province, founded in 1690 by the Venerable Marguerite Bourgeoys, has been totally destroyed by fire.

——Navigation was officially opened here on April 13, when the Government ice-breaking steamer *Lady Grey* arrived from Three Rivers, reporting the River St. Lawrence free of ice to tide water.

THREE RIVERS.—The deficit of the city has been reduced from $132,525 to $51,354 in the last year.

HULL.—At the annual meeting of the Board of Trade, Dr. J. E. Fontaine, M.P., who had been president for five years, retired, and Mr. Louis Bertrand was elected. The vice-president is Mr. Victor Cholette, and secretary, Mr. M. L. Lemaire.

PRINCE EDWARD ISLAND.

CHARLOTTETOWN.—The first division in the Prince Edward Island Legislature this session occurred on a Bill to amend the Highway Improvement Act, to enable the Province to borrow $450,000 to continue road-building under the terms of the Federal Act. By 16 to five the Opposition amendment that no money be borrowed except for permanent work was defeated.

——On April 11, the Premier, in his Budget speech, said there was a deficit last year of $2,032 on current account, and the debt should be reduced by $22,000. He hoped to make as good a showing for 1922 if times improved. He did not propose to put on additional taxes.

——On April 2 the Imperial Oil Company's warehouse, with many tons of heavy oil and grease, was totally destroyed, with loss estimated at $150,000.

NEW BRUNSWICK.

FREDERICTON.—A Bill authorising the New Brunswick Power Commission to increase its expenditure from $2,000,000 to $2,800,000 has been adopted by the Legislature. Premier Foster said it was hoped that the Musquash Power Development near St. John would not exceed the original estimate of $2,000,000. The Power Commission, he added, had not yet expended $2,000,000, but it was desired to give it authority to spend more if necessary. The Nepisiguit-Newcastle development would cost $115,000, and the contemplated transmission line between St. John and Moncton another $500,000. Moncton was ready to take 2,000,000 kilowatt hours, and possibly more.

——It is reported that the University of New Brunswick has refused the proposal of the Carnegie Foundation to make a gift of $3,000,000 to the colleges of the Maritime Provinces if they were all amalgamated into one university at Halifax. The refusal is based on the fact that the University is a State institution, and could not expect further provincial aid if its control or situation passed outside the Province.

——The Chief Game Warden states that the prohibition of the sale of game meat in the open market was undoubtedly the cause of the number of resident licences being less by 3,000, but an increase in the number issued to non-residents is a very good feature, as it goes to show that the "pot-hunters" have given a rest to the big game this year. There were 1,016 moose and 1,880 deer killed during the open season, this being 553 moose and 1,027 deer less than the previous year.

ST. JOHN.—The Customs returns for March show a gain of $374,136 over the same month last year.

——The annual reports of the City Controller show assets $9,863,000 and liabilities $6,640,000. The bonded indebtedness is $6,471,000. During the year the bonded debt increased by $876,034. On the year's operations there was a deficit of $29,314.

NOVA SCOTIA.

HALIFAX.—Nova Scotia fisheries were last year valued at $9,000,000, according to the report of the Commissioner of Fishery. The yield for the previous year was valued at $15,000,000. Big decreases were recorded in the catch of cod and lobsters, but there were gains in mackerel, halibut, swordfish, and smelts. Over 15,000 persons are employed directly in the provincial fisheries, and several thousand more in the subsidiary industry.

——Mr. F. J. D. Barnjum, who recently offered a cash bonus for reafforestation of farm lands in this Province, is now offering $1,000 in prizes for the best essays on the regulation of the forest fire menace, with suggestions for the enactment of laws for its prevention, or any other method for the protection and retention of home-grown forests for home industries. The essays must apply particularly to the Provinces of Nova Scotia, New Brunswick, and Quebec.

——The report of the Department of Immigration shows that during the past fiscal year 542 settlers came to this Province, bringing a capital of $181,056. Of this number 151 were farmers or labourers, who intended to buy farms in the Province.

——The cost of Government in Nova Scotia is lower than in any other Province of Canada except Prince Edward Island, states the Hon. E. H. Armstrong, Minister of Mines and Public Works. The rate for Nova Scotia is 64 cents per head.

——This Province will have a larger number of deep fishing vessels engaged in the spring fishing this year than in any spring since the war. The fishing business was one of the first to go to pieces, when the cycle of business depression set in, but it is now well on the road to recovery, and the activity everywhere manifest in this industry is giving an impetus to all kinds of business throughout the Province.

MANITOBA PROVINCE.

WINNIPEG.—A total of 1,211,461 prescriptions has been issued and 510,993 gallons of liquor sold through drug stores in Manitoba since prohibition came into force. The number of prescriptions issued monthly since the 12-ounce law came into effect has decreased very little.

——The population of Greater Winnipeg is now estimated at 283,852, according to Henderson's Directory for 1922. The number of pioneer citizens whose names appeared in the first directory of 1876, and are included in the present issue, is 29. They are the following: William F. Alloway, George Andrew, James H. Ashdown, Charles A. Baskerville, Charles N. Bell, Alexander Brown, Rev. George Bryce, D.D., William Code, William Dodd, Ven. Archdeacon Fortin, D.D., James G. Harvey, Colin Inkster, Richard I. Jones, Alexander Macdonald, James C. McIlroy, Sir Daniel H. McMillan, K.C.M.G., William W. McMillan, Most Rev. Samuel P. Matheson, D.D., Thomas H. Maxwell, James A. Payne, John Henry Pearson, Morris P. Peterson, Thomas Ryan, William G. Scott, Charles W. Sharp, Daniel E. Sprague, Geoffrey H. Walker, Alfred Warner, Edmund M. Wood.

——On April 4 fire of unknown origin at Chelmnitsky's, Ltd., wholesale jobbers, caused damage estimated at $100,000.

——Mr. L. St. G. Stubbs, of Birtle, has been sworn in as County Court Judge of the northern division of the Eastern Judicial district. Mr. Stubbs has been practising law at Birtle for some years.

——A short course in mining and geology for prospectors and others interested in mining has just been held at Manitoba University. The course will include lectures on The Pas mineral belt, mine development, oil geology, and building materials.

SOURIS.—At the annual meeting of the Souris and Glenwood Board of Trade the election of officers resulted as follows: President, Mr. Alexander Ziegler; vice-presidents, Colonel A. L. Young and Mr. T. H. Patrick; secretary, Mr. W. McShane.

RAPID CITY.—The district Board of Trade has elected as officers: President, Mr. T. J. Butchart; vice-presidents, Messrs. L. Woollcombe and D. A. Rogers; secretary, Mr. C. Stone.

SASKATCHEWAN.

REGINA.—Saskatchewan game wardens are making an attempt to establish a partridge colony in the Cypress Hills district, in the south-western part of the Province.

——The number of men permanently employed on the Provincial Police staff is now 156, of whom 66 are former members of the Royal North-West Mounted Police, and 83 are returned soldiers. Since the close of the war 82 per cent. of the appointments made to the force have been given to returned soldiers.

——On the relief of unemployed during the winter of 1920-21 Moose Jaw spent $7,453, Regina $10,540, and Saskatoon $1,532.

——A total of 342 domestics have been brought to Saskatchewan under the Government's assisted passage scheme. The total amount advanced to such domestics as loans was $29,263, and of this amount $24,190 has been repaid.

SASKATOON.—The purchase by the Hudson's Bay Company of the Saskatoon departmental stores of J. F. Cairns, Ltd., is announced. Ill-health prompted Mr. Cairns to dispose of his business, which he had built up from a small beginning to 1902. The acquisition of this store will bring the number of modern department stores operated by the Hudson's Bay Company up to eleven—two in Saskatchewan, three in Alberta, five in British Columbia, and one in Manitoba; in addition to wholesale branches in Winnipeg, Saskatoon, Regina, Edmonton, Calgary, and Vancouver.

BATTLEFORD.—One of the old landmarks of Northern Saskatchewan, the Hudson Bay building at Battleford, has been destroyed by fire.

ALBERTA PROVINCE.

EDMONTON.—In line with the economy policy of the Government, agricultural schools at Gleichen and Youngstown will be closed down temporarily. The attendance at these schools is the smallest of any of the six farm colleges in the Province. The teachers will be placed in other schools and the pupils given free transportation to the nearest school.

——The first penalty under the new Liquor Act amendments, for illegal possession of liquor, was imposed here, when one man was fined the minimum of $50 and costs. The Act now provides an alternative for the minimum of 10 days in gaol, the maximum fine being $200, and the maximum alternative sentence being two months in gaol. In Macleod another offender under the Act was fined $1,000 and costs for having liquor for sale.

——On March 28 the first session of the Alberta Legislature to be held under the Farmers' Administration, headed by the Hon. H. Greenfield, came to a conclusion; 98 Bills were presented to the House, but a number did not reach third reading.

CALGARY.—The pure-bred herd of shorthorns owned by Mr. Duncan Marshall, the Federal Commissioner of Agriculture and former Minister of Agriculture for Alberta, has been sold by auction at his farm near Olds. Irving Dale Emeline, a handsome six-year-old cow, brought top price of $485, while quite a lot of the cows and heifers sold for over $200. Bull calves under one year brought up to $225.

——Sheldon's Limited, of Edmonton, a large departmental store, with an annual turnover of approximately $500,000, has assigned under the Bankruptcy Act.

——By the will of the late Rt. Hon. Arthur Lewis Sifton, K.C., his estate, which was sworn as of the value of $490,794, was directed by him to be divided into ten equal shares to be held in trust, and the income therefrom paid half yearly in the following proportions: Three-tenths to his wife, three-tenths to his daughter, Nellie Louise Sifton; three-tenths to his son, Lewis Raymond Sifton; and one-tenth to his secretary, E. M. Clements.

MEDICINE HAT.—Oil has been struck in the well of the Medicine Hat Development Company, 25 miles north-east of Medicine Hat, on 4-14-2, at a depth of 1,700 ft.

BRITISH COLUMBIA.

VICTORIA.—On March 29, in memory of Canadian soldiers who died in France, Marshal Joffre planted a young maple tree on the Memorial Avenue on Shelbourne Street.

——Mr. W. J. Goepel, Deputy Minister of Finance, has been superannuated after 29 years' service.

VANCOUVER.—The annual value of goat products in British Columbia exceeds that of sheep, and goat raising is now regarded as an important industry of the Province. The milk yield during the past year increased 40 per cent. over 1920, and still the supply is inadequate to meet the steady demand for this product.

——At the annual meeting of the British Columbia Packers' Association held here, the following officers were elected for the ensuing year: President, Mr. W. H. Barker; vice-president, Mr. Æmilius Jarvis; general-manager, Mr. J. M. Whitehead; secretary, Mr. L. Doucet. The Board of directors remains the same as last year.

——Col. J. S. Dennis, C.M.G., Chief Commissioner of Colonisation and Development for the Canadian Pacific Railway, has been asked by the Provincial Government to conduct an investigation into the resources and settlement possibilities of the country along the Pacific Great Eastern Railway, which is owned by the Provincial Government.

FERNIE.—The work on the Banff-Windermere road will be completed this year. When completed, the road will give automobile tourists access to the circuit route from Calgary to Banff, thence through the Vermilion Pass to the Windermere Valley and a return route through the Crow's Nest Pass to Calgary, via Macleod and Lethbridge.

Along the Great St.

THE FISHING VILLAGE OF PERCE, NEAR THE MOUTH OF THE ST. LAWRENCE.

MURRAY BAY, A FAVOURITE SUMMER

LOOKING UP THE ST. LAWRENCE FROM CAP A L'AIGLE

THE MAGNIFICENT PANORAMA OF THE ST. LAWRENCE FROM THE DUFFERIN TERRACE, QUEBEC.

Lawrence Waterway.

ORT ON THE LOWER ST. LAWRENCE.

A STEAMER SHOOTING THE LACHINE RAPIDS, NEAR MONTREAL.

NEAR MONTREAL.

THE QUEBEC BRIDGE (3,739 FEET), ON THE CANADIAN NATIONAL RAILWAYS, JUST ABOVE THE CITY OF QUEBEC.

CORRESPONDENCE.

The views expressed by Correspondents are not necessarily endorsed by the Editor.

PROHIBITION IN CANADA.

To the Editor of CANADA.

SIR,—Your correspondent, "A Friend of Canada," writing on Prohibition in your issue of the 22nd inst., is wrong in stating that only "hard stuff" is obtainable in British Columbia. On the contrary, wines, liqueurs, and beer are also sold at the Government liquor stores.—Yours, etc.,

London. BRITISH COLUMBIAN.

To the Editor of CANADA.

SIR,—A number of letters on this subject have appeared in your paper; yet, I venture to say, many of your readers are not persuaded that actual Prohibition does exist.

Each Province of the Dominion of Canada has exclusive jurisdiction over the sale and purchase of alcohol, and the laws in each Province differ. Quebec and British Columbia have temperance legislation, which enables a resident of those Provinces to obtain a reasonable supply of beer, wine, or whisky without violating the law and becoming a pervert.

In Ontario the law, although it is called the Ontario Temperance Act, is really prohibitory, and one can obtain only a limited amount of "drink," and that only for medicinal purposes, obtained in this way: One must consult his doctor, persuade him he is ill, and further persuade the doctor to prescribe one quart of Scotch whisky, for which he is asked to pay a doctor's fee of 10s. to 15s.; then, armed with this prescription, go to the Government vendor and pay 15s. to 20s. for having it filled.

You cannot obtain at your club or hotel even a harmless drink of beer. You have to eat "dry." You may not even have the modest "flask" in your motor car, for on mere suspicion your motor is confiscated and you are heavily fined—£40 or more for each offence.

The present law has been in force since 1916, with the exception that until 1921 one could legally import what was required for personal use at home. The man who boarded or lived at his club could not avail himself of that provision, because such do not come within the meaning of "home," as defined by the Act.

Up to date the law has never been enforced. True, there have been convictions under it, but the profitable trade of "bootlegging" goes merrily on. Finding the ordinary means of enforcement inadequate, the Attorney-General's Department employed special "spotters." Armed with all this, one would think a law that had been approved, as it is alleged, by the majority of the voters, could be successfully enforced. To assist further in enforcement, the Act was amended in a way contradictory to the basic principle of British justice that anyone charged with an offence shall be presumed innocent until proven guilty. The amendment provided that anyone charged with an offence under the Act shall be presumed guilty until he proves himself innocent. And bear in mind one may be charged with the offence on mere suspicion.

Notwithstanding all this, the trade still goes merrily on. The "bootlegger" continues to thrive, and the illicit still, heretofore quite unknown, is becoming very common. True, in most cases, this illegal traffic and manufacture are carried on for the most part by foreigners.

What is the result? The Act sought to make the people good by legislation. If you doubt the failure, look at the daily police court records of any municipality. The people disrespect the law, and unfortunately that disrespect for all laws in general is growing. Unless more rational control is substituted for the existing prohibition, such a one as a law-abiding citizen will have become extinct.—Yours truly,

LEX.

—* *—

HUNTING IN THE CASSIAR.

The general tourist agent of the C.P.R. announces that Mr. A. Bryan Williams, who has hunted from one end of British Columbia to the other, and who was head of the Provincial Game Department for many years, is now acting as guide and outfitter for hunting and fishing parties. He is prepared personally to conduct sportsmen into the celebrated Cassiar district, where mountain sheep, mountain goat, moose, caribou, and both grizzly and black bear are reported to be as plentiful as ever they were. Under ordinary circumstances, there should be no difficulty in securing the limit of game which the law allows—the time required to do so being from five to six weeks in the mountains.

The itinerary for the trip is: Leave Vancouver about August 12 by Canadian Pacific steamer to Skagway; thence over the White Pass and Yukon route to Atlin, at which point horses, etc. would be secured for the continuance of the trip to the hunting grounds. Horses, helpers, and steamer accommodation have to be arranged for well in advance.

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there are many means by which you can drive away gloom and weariness. You can read, you can go to the theatre, you can have a round of golf, a brisk walk, a swim, a gallop across country. But—

SUPPOSING YOU WERE BLIND.

How, then, would you fight against that subtle depression which occasionally steals into the most buoyant mind? Blind!—the very word spells despair to the active and happy. Yet the blind are amongst the most optimistic people in the world, always striving to overcome their terrible handicap, and seizing with avidity every chance offered them of ameliorating their condition.

IT RESTS WITH YOU TO GIVE THEM THIS CHANCE

by sending a donation to the

NATIONAL INSTITUTE FOR THE BLIND.

(Registered under the Blind Persons Act, 1920).

the work of which includes:—

Relief of Blind Poor.
Care of the Blind Baby.
Education of the Blind.
Employment of Blind Workers.
Provision of Books and Music.
Homes and Hostels for the Blind.
Teaching and Training the Blind in their own homes.
Assistance to Local Institutions for the Blind.

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224-6-8 GREAT PORTLAND STREET, LONDON, W.1.

CANADIAN PACIFIC EMPRESS STEAMSHIPS.

"Empress of Scotland" Inaugurates Service from Southampton to Quebec via Cherbourg.

ON Saturday last the *Empress of Scotland*, of 25,000 gross registered tons, 676 ft. long—the largest of the Canadian Pacific fleet, and one of the ten biggest steamships in the world—started from Southampton on her first voyage to Quebec. During the summer, in conjunction with the *Empress of France*, she will sail regularly from Southampton to Quebec, calling at Cherbourg, and on the homeward voyage going on from Southampton to Hamburg, where these steamers will land or embark passengers from and for Canadian ports.

The magnificence of the appointments and accommodation on the three-class *Empress of Scotland* have already been fully described in *Canada*. The 500 saloon passengers who sailed in her last Saturday were mostly American tourists who had made the round trip from New York via Mediterranean ports to Southampton, and whose appreciation of the merits of the vessel, as a fine sea boat as well as a luxurious home, will doubtless develop the growing popularity of the St. Lawrence route with American travellers.

CAPT. JAMES GILLIES, C.B.E.

The inauguration of this new Canadian Pacific express service was regarded as so important by the people of Southampton that the Mayor and other representatives of the city attended a luncheon given on board the vessel the day before sailing, at which a large number of steamship agents, representatives of the London and provincial Press, and others were present.

Largest and Fastest Steamers to Canada.

Mr. H. Dring, the general passenger agent of the Canadian Pacific Steamships, Ltd., who presided, in the course of his speech of welcome, said: "These *Empress* steamers from Southampton to Quebec are the largest and fastest to Canada. They are only four days on the open sea, the remainder of the journey being on the smooth waters of the picturesque St. Lawrence River. This is the shortest and quickest sea route, and not only to Canada but also to the Middle and Western States; Chicago can be reached in eight days from Southampton, only four days of which are spent at sea." He went on to allude to the fact that they would carry a staff captain, whose principal duties would be to mix freely with the passengers and contribute to their comfort and the organisation of amusements. A conductress would also accompany each ship, to give information to women and girls, especially those travelling alone and in the second and third-class, and to introduce them on arrival at Quebec to lady representatives of the Canadian Government, Y.W.C.A., and similar organisations. A feature of the accommodation on the steamers, he said, was that all berths, including third-class, were provided with special spring mattresses containing nests of spiral springs. Cinematographs were installed, and free daily displays were given to each class of passenger.

"When the steamers arrive at Rimouski, in the St. Lawrence River, where the mails are landed," he went on to say, "Canadian Customs' officers and Canadian Pacific baggage officials come aboard and travel by the steamer to Quebec. Passengers' baggage is examined *en route* and checked through to final destination, numbered baggage checks being attached to each package and duplicates handed to passengers, so that when the steamer reaches Quebec passengers can go straight aboard the Canadian Pacific special trains. Should a passenger be proceeding to Japan, China, Manila, or beyond, he travels from Vancouver on one of the magnificent Canadian Pacific liners, *Empress of Canada*, *Empress of Australia*, *Empress of Russia*, or *Empress of Asia*, the largest and fastest on the Pacific. We are now reducing our first-class fare to Japan and China to £146, which is a reduction of about £26 on the Hong Kong rate.

"We are making a feature of cross-Channel passages," Mr. Dring pointed out. The *Empress* steamers proceed from Southampton to Hamburg. Any passengers going from this country to Germany can travel on a luxurious liner direct to Hamburg at a cost of £7 first-class or £5 second-class, thus avoiding the tiresome changes and Customs examinations which have to be contended with on the overland route. Between Southampton and Cherbourg the first-class fare is £3 and the second-class £2. Between Southampton and Antwerp by cabin steamer the fare is £4."

The Mayor of Southampton congratulated the company on having maintained their reputation of being first in the field, and paid a special tribute to Captain Gillies, the commander of the *Empress of Scotland*, and to his staff captain, Captain E. Aikman, R.N.R.

Opportunities in Canada.

Mr. J. Obed Smith (Superintendent of Emigration for Canada), after stating that the Canadian Pacific Railway Company were doing a great work for Canada and for the Empire, and congratulating the company on the present addition to the greatest fleet the Canadian Pacific ever had, said he was sorry that conditions in Canada did not enable him to fill all the third-class accommodation with emigrants; he had never seen better accommodation in that class. One could not think of these unfilled ships without realising that new settlers and emigrants wanted to grow cattle and other foodstuffs for a living in Canada, but were faced with a distinct restraint in trade. It seemed to him wrong that Canadian cattle should be sold to a beef trust in Chicago, there slaughtered and canned, and consumed in England by British people, when the people here might have the live animal standing on its own four legs, and have home-killed beef instead of canned "bully." Everyone seemed to be asking nowadays, "What to do with our sons and daughters?" "Canada has the reply," he said, "so soon as boys and girls are so trained that they can give an answer to the great question for them, 'What have you got to sell that someone in Canada wants to buy?' University and public school training is quite all right for those who have been fortunate enough to obtain such education, but the greatest number of those Canada requires have no chance of a University education, and they do not seem to be getting that training which gives them something that someone in Canada wants to buy."

"The Visitors," proposed by Mr. David Drummond, was responded to by Mr. Park, of Exeter, Mr. Frank Palmer, of the *Morning Post*, and Mr. G. P. Emerson, of the American Associated Press; and Miss Dalbaic, of the Maple Leaf Club, expressed the pleasure and satisfaction felt at the arrangements made in all Canadian Pacific vessels for the comfort and protection of women and children.

Among others present were Mr. Ewan Moore, European manager, Colonisation and Development Department of the Canadian Pacific Railway Company; Mr. David Drummond, agent, and Mr. John Gardner, passenger agent at Southampton; Mr. T. J. Smith, European freight manager; Mr. E. C. Gill, publicity agent.

Mr. Bosworth on the New Service.

Mr. G. M. Bosworth, Chairman, Canadian Pacific Steamships, who sailed by the *Empress of Scotland* on Saturday for Quebec, after an extensive visit to the Old Country and the Continent, said that he was gratified to find the *Empress of Scotland* was practically full up first class; in fact, the steamer was taking out to Canada the largest number of American tourists and business men who had ever returned from Great Britain to the U.S.A. via the Dominion. He hoped and believed that the new express *Empress* service would be very popular with the travelling public. Mr. Bosworth pointed out that, with a growing population, Canada was one of the best markets for British goods and that this business could be extended by the appointment of live agents and judicious advertising in Canadian newspapers.

In addition to the *Montrose* and the *Montclare*, which would leave Liverpool on their maiden voyages on May 5 and June 23 respectively, the Canadian Pacific were adding the *Empress of India* to their Southampton service. She would sail from Southampton via Cherbourg to Quebec on August 21.

In concluding, Mr. Bosworth said he and every member of the Canadian Pacific Company wished Sir Thomas Fisher, the general manager of the Canadian Pacific Steamships, Ltd., every success in his candidature for Parliament. Sir Thomas will contest the Portsmouth (Central Division).

Lieut. F. W. Wood, senior musical director of the Brigade of Guards, with the Scots Guards band and three pipers, also left on the *Empress of Scotland* to give military concerts for the benefit of the Great War Veterans' Association. The band will visit all the principal cities, crossing Canada to Vancouver, and will return in June.

Our International Banking Service

Separate Foreign Exchange Departments, under specialists, are maintained at our London, New York, Montreal, Vancouver and Toronto Branches, as well as at the Head Office in Winnipeg. No more complete Foreign Exchange organization exists in Canadian banking. Our statistical Service offers vital assistance to business men in their import and export trade relations.

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Incorporated 1865. HEAD OFFICE: WINNIPEG.

LONDON OFFICES: 6 PRINCES STREET, E.C.2, 26 HAYMARKET, S.W.1.

TOTAL ASSETS (30th November, 1921) $152,625,386.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4 p.c., 1938, 90.
Canada.—3½ p.c. Reg., 1909-34, 87; 3 p.c. do., 1938, 76¾; C.P.R. 3½ p.c. Reg., 1938, 82¼; 3½ p.c. Reg., 1930-50, 80; 4 p.c. Stock, 1940-60, 76⅝; 4½ p.c., 1920-25, 100⅜.
Manitoba.—4 p.c. Reg., 1950, 83⅜; 5 p.c., 1888, 101¼.
Newfoundland.—3½ p.c., 1941-7-8, 81½; 3 p.c., 1947, 56½.
Ontario.—4 p.c. Reg., 1947, 95¾; 4½ p.c. do., 1945-65, 98.
Quebec.—3 p.c. Ins., 1937, 76¼.
Saskatchewan.—4 p.c. Reg., 1951, 83¾.

Municipal.

Calgary.—4½ p.c., 1930-42, 94½.
Edmonton.—5 p.c., 1923-33, 96.
Montreal.—3 p.c. Perm., 59; 4 p.c., 1932, 86; 3½ p.c., 1942, 76; 4 p.c., 1948-50, 76; 4½ p.c., 1949, 84½; 4½ p.c., 1951-3, 85½.
Maisonneuve.—5 p.c., 1952-3, 101.
Moose Jaw.—5 p.c., 1951-3, 88¾.
New Westminster.—4½ p.c., 1931-62, 78⅜.
N. Vancouver.—5 p.c., 1963, 86½.
Point Grey.—4½ p.c., 1960-61, 66.
Port Arthur.—5 p.c., 1932-43, 91.
Quebec.—4 p.c., 1923, 98⅞; 4½ p.c., 1963, 92.
St. John.—4 p.c., 1946-51, 82.
Saskatoon.—5 p.c., 1941-61, 88.
Toronto.—4 p.c., 1922-8, 98⅞; 3½ p.c., 1929, 88¼.
Vancouver and Dist. Jt. Sewage.—4½ p.c., 89¾; 4 p.c., 1947-9, 80⅝; 4 p.c., 1950--1-2, 80¼; 4½ p.c., 1953, 83½.
Victoria.—4 p.c., 1920-60, 81½; 4½ p.c., 1962, 78½.
Winnipeg.—4 p.c., 1940, 87¾; 4½ p.c., 1943-63, 89⅞.

Railways.

Alberta and Gt. Waterways.—5 p.c., 91.
Algoma Cent. and Hudson Bay.—Stamped, 10.
Algoma Cent. Termls.—Stamped, 13.
Algoma Eastern.—5 p.c., 17.
Atlantic and N. Westn.—5 p.c., 1937, 98¼.
Atlantic and St. Lawrence.—6 p.c., 89½.
Calgary and Edmonton.—4 p.c., 77.
Can. Atlantic.—4 p.c., 1955, 77.
Can. Northern.—4 p.c., 1930, 95; 4 p.c. Perp., 72; 4 p.c. Sask., 1939, 80¾; 3½ p.c. Dom., 1958, 74⅜; 5 p.c. Inc. Chrge., 35½; 5 p.c. Land, 1923, 97½; Ont. 4 p.c. Perp., 71½; 3½ p.c. Dom., 1961, 75½; Pac. 4 p.c., 1950, 82; Western, 4½ p.c. Alta, 1942, 94.
Can. Pacific.—163⅞; 4 p.c. Non. Cum., 78¾; 4 p.c. Perp. Debs., 80¾; 6 p.c. 10-yr. Notes, 116½.
Central Ontario.—5 p.c., 1934, 93.
Dom. Atlantic.—4 p.c. 1st Deb., 74½.
Duluth Winnipeg.—4 p.c., 1939, 76.
Edmonton Dunvegan.—4 p.c., 1942, 79.
Grand Trunk.—37/6; 4 p.c. Guar., 79; 1st Pref., 17; 2nd Pref., 9¾; 3rd Pref., 93/9; Bonrd. Cap. 5 p.c. Perp. Debs., 92½; Perp. 4 p.c., 78½; Gt. Westn. 5 p.c. Perp., 92¼.
Grand Trunk Pac.—3 p.c., 1962, 68½; 4 p.c. A, 1955, 76¾; 4 p.c. B, 76½; Lake Superior 4 p.c., 1955, 76⅜; 4 p.c. Debs., 33¼; Branch, 4 p.c., 1939, 90½.
New Brunswick.—4 p.c. Perp., 75½.
Ontario and Quebec.—6 p.c. Cap., 111; 5 p.c. Perm., 95.
Pac. Gt. Eastern.—4½ p.c., 1942, 91.
Quebec and Lake St. John.—4 p.c., 71½.
Quebec Central.—Cap. Stk., 92½; 4 p.c. 1st Mt., 75¾.
St. John and Quebec.—4 p.c., 74½.

Financial, Land, etc.

Anglo-Newfoundland.—2nd Debs., 109.
Bk. of Montreal.—Lond.-Reg., 49¼.
Can. Bk. of Commerce.—41 13-16.
Calgary and Edmonton.—3/6.
Canada Co —17/6.
Can. Land and Irrigation.—1/6½; 8 p.c. Debs., 15 13-16.
Hudson's Bay.—6 31-32; Pref., 92/6.
Trust and Loan of Can.—(15/-) 17/3.

Electric Power and Traction.

Brazil Traction, 49¾ Pref., 94.
B.C. Elec.—Def. Ord., 74; Pref. Ord., 74; Perp. Pref., 74; 4½ Perp. Debs., 72¼.
Can. Gen. Elect.—Com., 103½; 7 p.c. Pref., 115.
Kaministiquia Power.—Cap., 85¾; 5 p.c. Gld. Bds., 100.
Montreal L.H. and P.—Cons., 97.
Montreal St. Rly.—4½ p.c., No. 1—4,600, 108½.
Montreal Water.—4½ p.c. Prior Lien G. Bds,. 95¾.
Shawinigan.—Cap., 117⅝; 5 p.c. Bds., 110⅜; 5½ p.c. S.F.G. Bds., 110⅜.
Toronto Power.—4½ p.c. Debs., 86½.
Toronto Suburban Rly.—4½ p.c., 73¾.
Winnipeg Elect.—4½ p.c. Perp., 70.

Iron, Coal, and Steel.

Algoma Steel.—5 p.c. Gld. Bds., 53.
Can. Collieries.—A Income, 10½; B do., 110/-; Com., 1/-; 7 p.c. Cum. Pref., 1/3.
Lake Superior.—5 p.c. Gld. Bds., 75½.

Mines.

Mond Nickel.—30/7½; 7 p.c. Cum. Pref., 22/9; 7 p.c. Non-Cum. Pref., 18/6; 5 p.c. Debs., 87; 8 p.c. Debs., 112½.

Miscellaneous.

Brit. Controlled Oilfields.—12/1½; Pref., 11/6¾.
Can. Car and Foundry.—7 p.c. Cum. Pref., 55½; 6 p.c. Bds., 107½.
Can. Steamship Com.—25; Voting, 20.
Can. Western Lumber.—5 p.c. Debs., 62.
Cockshutt Plow.—7 p.c. Cum. Pref., 44½.
Furness Withy.—31/4½.
Imperial Tob. of Can.—21/9; Pref., 20/1½.
Lake Superior Paper.—6 p.c. Bds., 99¼.
Marconi of Can.—10/10½.

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SEEDING IN THE WEST.

The recent snowstorms in Western Canada are rapidly disappearing with the advent of the warm spring weather, cables the Montreal correspondent of the *Daily Telegraph*. According to reports, the snow has been of great advantage in the Prairie Provinces, furnishing ample moisture in preparation for spring operations on the land. The seeding of wheat lands has already started in Saskatchewan, and is expected to be general throughout the West within the week. The area under wheat and other grains will not unlikely be less than last year, probably showing a 20 per cent. decline owing to the unfavourable weather conditions of last autumn and the general dissatisfaction with the decline in the price of wheat.

The Western farmers declare that the amount of land placed under wheat is dependent upon the re-creation of a Canadian Wheat Board to establish a fixed minimum price, a proposition which is strongly opposed by the manufacturing interests of Eastern Canada.

—* *—

Montreal Light, Heat and Power.—A quarterly dividend of 2 p.c. has been declared on the Common shares, payable May 15 to holders of record April 30.

COMPANY REPORTS, DIVIDENDS, ETC.

Algoma Central and Hudson Bay Railway.—February receipts, $100,776, against $181,630.

Dominion Iron and Steel.—A quarterly dividend of 1¾ p.c. has been declared on the Preferred stock.

Bank of Montreal.—A dividend of 3 p.c. has been declared for the quarter ending April 30, payable on June 1.

Montreal Light, Heat and Power Consolidated.—A quarterly dividend of 1¼ p.c. has been declared, payable May 15 to holders of record April 30.

British Columbia Breweries.—The numbers are announced of 391 bonds of the British Columbia Breweries 6 p.c. 20-Year First Mortgage Gold Bonds which have been drawn for redemption.

Kaministiquia Power.—The regular dividend of 2 p.c. actual (at the rate of 8 p.c. per annum) has been declared on the Common stock for the quarter to April 30, payable May 15 to holders of record April 30.

Goldsmiths and Silversmiths.—The net profit for the year ended January 31 amounted to £16,740 (against £49,812). The directors recommend a dividend on the Ordinary shares for the year of 5 p.c. (against 7½ p.c.), and £22,691 is carried forward (against £45,182).

Canadian Bank of Commerce.—A dividend of 3 p.c. has been declared upon the capital stock for three months ending May 31, payable at the bank and its branches, on and after June 1, to shareholders of record May 16. The transfer books will be closed from May 17 to 31, inclusive.

Algoma Central Terminals.—In accordance with the scheme of arrangement, payment will be made on May 1 to holders of First Mortgage 5 per cent. 50-year Gold Bonds of interest at the rate of 1½ p.c. for six months from August 1, 1921, on presentation of coupon No. 5 at the Bank of Montreal.

Bell's United Asbestos.—A balance dividend of 1s. 6d. per share has been declared on the Ordinary shares, making 10 p.c. for the year 1921, against 12½ p.c. for the previous year; £8,000 has been placed to reserve (against £20,000 to depreciation reserve last year); and £34,013 forward, against £34,124 brought in.

British Columbia Electric Railway.—The British Empire Trust Company, as trustees for the 4½ p.c Vancouver Power Debentures, announce that they have in hand £3,064 9s. 11d. on account of the Sinking Fund, which is available for the purchase of British Columbia Electric Railway 4½ p.c. Vancouver Power Debentures (1953), and 4½ p.c. First Mortgage Debentures, and call for offers of bonds for sale at their office up to and inclusive of 22nd prox.

B.C. Fishing and Packing.—A deficit of $123,440 in the year's operations is revealed in the annual statement for the twelve months ending December 31. In his report the president says that the supply of high-grade salmon was very short last season, and this, with the cost of materials, practically eliminated all profits. 6 p.c. dividends were maintained for the first two quarters of the year, but the second two were passed, the directors deeming it advisable to place most of the surplus to the credit of capital account.

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RAILWAY EARNINGS (GROSS).

Seven Days Ending April 14.

Canadian Northern.—$850,200; dec., $336,038.
Canadian Pacific.—$2,710,000; dec., $364,000.
Grand Trunk.—£315,728; inc., £51,613.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

THROGMORTON STREET, Tuesday.

Consols Settlement Day, Thurs., May 4.
Ticket Day. Wed., May 17. *Pay Day.* Thurs., May 18.

There has been some irregularity on the Stock Exchange during the past week, and the volume of business has been only moderate. The fluctuation of optimism regarding Genoa developments has had some disturbing effect, and though the undertone of markets has remained confident, there has been some indication of reserve. Easy money has remained a helpful factor. On the other hand, the threatened extension of the labour trouble in the engineering industry has had a disquieting effect in several directions.

Among Canadian securities there has been a fair volume of business, but quotations have shared the general irregularity. The gilt-edged issues of the Dominion show a further rise. The 4½ per cents. have gained ½ at 100½, and the Fours at 86½ are also ½ up. There is no change in the 3½ per cents. at 78½. In the railroad group, Canadian Pacifics have risen well to 163½, moving with Wall Street. Grand Trunk issues have also advanced well, but are now pausing. The 1st Pref. at 18½ is 1½ up, and the Guaranteed Fours have risen 3 to 78½. There are other gains of ¼ to ½.

Industrials have been stronger in many directions. Dominion Steels have risen 1 to 32½. Canadian Cars at 28½ are 3 up, and the Pref. has gained a point, and Canada Cements have put on 2 at 67½. Lake Superiors and Canadian General Electrics have been steady at previous levels. Shawinigan Water is unchanged at 117½, but Spanish River Pulp Pref. has spurted 4 to 96½. Cockshutt Plow. Pref. were an exception to the general trend, having marked as low as 44½.

Brazil Traction mark a fresh rise to 50½, and Mexican traction issues, after irregularity, show several gains of 2 to 3 points.

Canadian mining shares have displayed increased activity.

—* *—

OUR MONTREAL LETTER.

MONTREAL, April 14.

The stock market activity which I reported last week has continued unabated; indeed, on one or two days this week the volume of trading has exceeded previous records for nearly two years past. The general tone has been strong, and, despite some profit taking, inseparable from an upward movement, the price trend has been strongly upward, and every day some individual stocks have made new high price records for the year. A feeling of confidence is now much more apparent, and a rising market for a considerable period is generally anticipated, though this will doubtless be subject to the usual periodic reactions.

On Monday, Quebec Railway was the leader, the anticipation, now confirmed, that Mr. E. A. Robert would become president of the company being a decided stimulus. The news that Mr. Norcross had been successful in arranging the Voting Trust situation in accordance with the wishes of the prospective underwriters awakened interest in Steamships issues. Brazilian Traction was active, and gained 2 points; Steel of Canada advanced 2½; and Dominion Textile made the biggest gain of the day, viz., 4¾.

On Tuesday, trading was broad and strong. Quebec Railway weakened, but Brazilian continued its advance, as did Steamships issues, of which the Pref. gained 1¾, and the Common, though less active, advanced 2. After being quieter on Monday, the paper stocks resumed their activity on Tuesday, advances in Abitibi and Brompton being specially notable, though St. Maurice, as an exception, registered the biggest drop of the day, 15 points. Canadian Cotton advanced 3½, Maple Leaf Pref. 5, and Lyall 3½. Steel of Canada improved ¼, and the B.E. Steel issues were all strong, the Common and 1st Pref. each gaining 1, and the 2nd Pref. 3¼. Winnipeg Railway was one of the most active stocks of the day, and advanced 3½.

Wednesday was another active day, but stocks were subjected to some profit taking, and markets were also affected by a curious local rumour of revolutionary activity in Brazil. Brazilian Traction reflected this by falling back 1½, but it regained 1 point on Thursday, when it was again the most active stock on the list. The B.E. Steel stocks continued active and strong, the Common gaining 1, the 1st Pref. 4, and 2nd Pref. 2¼. Dominion Steel improved 3¼ and the Pref. 1¾. Steel of Canada, however, which has hitherto been the leader of the steel stocks, fell back 1¾. Interest developed in Consolidated Smelting, which, on transactions totalling over 2,700 shares, gained 1¾, and Winnipeg Railway, with a gain of 2¼, registered a new high price for the year. Among the paper group, Abitibi Pref. made the remarkable advance of 6¼ points, but the Common lost ¼; Price Bros. and the Spanish River issues were on the strong side, but Brompton lost a point. In the unlisted department, Southern Canada Power shares moved up 3¼, the continued reports of the good progress made by the company evidently having the effect of inducing the shares to be firmly held, as the floating supply is said to be small.

Yesterday the activity was well maintained. Atlantic Sugar was a strong feature, rising 2 on active trading. The papers were also active and strong, the Spanish River issues, Abitibi, Brompton, Howard Smith, and Riordon all registering advances. Price Bros. receded ¼. Interest continued in Smelters and Quebec Railway. Among the Bank stocks, Canadian Bank of Commerce registered a new high price for the year at 187½.

Among prices current at the close of business yesterday, Abitibi was 50; Ames-Holden Pref., 14; Asbestos Corp. Pref., 62 xd.; Atlantic Sugar, 26½; B.C. Fishing, 28½; B.E. Steel 12, 1st Pref. 75 xd., 2nd Pref. 28; Brompton, 27⅜; Can. Car. 29, Pref. 55; Can. Cement 65 xd., Pref. 91½; Can. Cottons 88, Pref. 78½; Can. Gen. Elec., 90½; C.S.S. Lines 18, Pref. 47; Cons. Smelting 24; Dom. Bridge, 71; Dom. Canners, 36; Dom. Glass 66½, Pref. 95; Dom. Textile, 148¾; Howard Smith, 65 xd.; Lake of Woods, 161; Laurentide, 87; Lyall, 37; Maple Leaf Milling, 141; Montreal Power, 89; Montreal Tramways, 145; Nat. Breweries, 57½; Ogilvie, 225½; Ottawa Power, 81; Price Bros., 44; Penmans Pref., 88; Quebec Railway, 26½; Riordon 9, Pref. 12; Shawinigan, 105; Spanish River 77¾ xd., Pref. 88½ xd.; Steel of Canada 69½, Pref. 81½; Wayagamack, 52¾; Winnipeg Railway, 44.

The Russell Motor Car Co. has announced the usual quarterly dividend on its Preferred shares, but is deferring action in respect of the Common share dividend until after the close of the company's fiscal year, July 1. The English Electric Co. of Canada announces its first dividend on the Preferred shares. This is an adjusting dividend to March 31. Mr. C. R. Hosmer has been appointed vice-president of the Consolidated Smelting and Refining Co., to succeed the late Mr. G. Sumner. It is stated that important plans for the development of additional power are shortly to be carried out in the Kootenay district, being rendered necessary by the increased operations of the undertakings of the Consolidated Mining and Smelting Co. A large concentrator needed for the Sullivan Mine will call for a considerable and constant supply of power.

The new $15,000,000 issue of 30-year 5 per cent. Province of Ontario Bonds was awarded to a syndicate headed by the National City Co., and including the Dominion Securities Corp., whose bid was at the rate of 97.409. Over thirty financial houses were included in the various syndicates and groups which tendered for the issue. It is now announced that the Bonds have all been sold, the issue being heavily over-subscribed.

MINING NOTES.

In the *Canadian Mining Journal* for March 31 that well-known writer upon mining matters, Mr. Alex. Gray, points out that the motive power provided by the Ontario mining industry is becoming formidable. "A payroll of about $20,000,000 and the quantity of stores purchased entitle the mineral industries of Ontario to speak above a whisper."

During February Lake Shore milled 1,961 tons of ore, the total recovery being $44,082, or an average of about $22.43 per ton.

It is estimated that the Ontario gold and silver mines will distribute at least $1,316,843 in dividends during April. To this total the Dome Mines, Hollinger, Wright-Hargreaves, Kerr Lake, La Rose, and Nipissing will all contribute.

A discovery of platinum is reported from the township of McArthur, in the South Porcupine district.

Following the cable dated the 8th inst., received by the Porcupine-Davidson Gold Mines, Ltd., advising that diamond drill hole H had passed through 28 ft. of well-schisted and mineralised material at 1,200 ft. depth, the general manager now cables results of sampling as follows: "Commencing at depth of 1,020 ft.—First 5 ft. $4.20, second 5 ft. $10.40 (10 ft. averages $7.3 per ton), third 5 ft. $1.20, fourth 5 ft. $14.60, fifth 5 ft. $5.20 (10 ft. averages $9.9 per ton), sixth 5 ft. $0.80." Omitting the last 5 ft., the average value of the drill core is $7.12 over 25 ft. The drill was put down to cut the ore body at right angles immediately below the mine workings, in which the lowest level is at 600 ft. depth.

The Tough Oakes Mill is now in operation satisfactorily. There are now five regular gold producers in the Kirkland Lake district, where altogether about 650 tons of ore are now being treated daily, with a gross production of nearly $250,000 per month.

The President of Argonaut Gold, Ltd., on his return from a visit to the property, stated that the contract for the company's new mill would be awarded in a few days. A promising new vein had been located by diamond drill on the 350-foot level at a point 189 ft. distant from the big vein No. 2. The new vein shows a width of 6 ft. of well-mineralised quartz, showing free-milling gold. The cross cut from the 500-foot level will be started in about four weeks to extend across the four veins which are known to exist in the small area at present under operation.

At the adjourned meeting of La Rose Mines it was announced that the old board of directors, headed by D. Lorne McGibbon, president, had been re-elected at the meeting which had been adjourned so as to allow of the counting and verification of the votes.

The monthly report for March of the manager of the Nipissing Mine shows that results from operations continued to be favourable. During the month the company mined ore of an estimated net value of $172,747, and shipped bullion of an estimated net value of $362,441. The value of the month's silver production was estimated at 65 cents per ounce. The amount of cobalt produced was 24,936 pounds. No new veins were found, but development work on several small veins was encouraging. Development work on vein 251 at the new winze level, 55 feet below the second level of 63 shaft, was generally satisfactory. The west drift now shows continuous ore for 110 ft., of an average assay of 2,798 ounces over a width of 2 in. The low grade mill treated 7,369 tons. The high grade plant treated 152 tons. The refinery shipped 554,715 fine ounces of bullion. The estimated production of silver for the month was $172,747.

On the Beaumont Gold Mines in Porcupine operations are being carried on at the 300-ft. level. An ore body of considerable width, showing free gold, has been penetrated by a cross-cut.

The gold discoveries near Quesnel Lake, in British Columbia, have led to quite a rush of gold seekers into that district. It is reported that Williams Lake, a town situated on the P.G.E. Railway, which is the distributing point for the goldfields, is rapidly assuming the appearance of a boom town, and it is estimated that by next July 5,000 people will be camping on the shores of Quesnel Lake.

IMMIGRATION SEASON OPENS.

Prospects for Different Classes of Workers.

The Canadian immigration season opened on April 17, when a party of 300 settlers arrived at Montreal from the Cunarder *Scythia* (says the Montreal correspondent of the *Daily Telegraph*). Most of these English and Scottish settlers are of the agricultural type, and are bound for the Far West, although some intend to settle in Ontario. Apparently all the members of the party were comfortably situated and amply supplied with cash to meet the demands of the Canadian immigration laws. They were well looked after by the Canadian National Railways, which brought them from Halifax to Montreal by special train, from which they were transferred to west-bound trains.

It is expected that there will be a good crop of immigrants during the present year, almost all of the agricultural and household servant types. Other classes of immigrants have been discouraged, owing to unemployment, which continues to be acute in all centres of population, although it is to be hoped that with the opening of the spring revival in the building trades this will be diminished, especially since an agreement has been reached in many places by which building labourers have consented to accept a lower schedule of wages, thus making it possible for contractors and investors to undertake profitable construction work.

Unusual interest is shown in the published letter of Earl Haig to the President of the Great War Veterans' Association, predicting big schemes of migration and settlement between the Mother Country and the Dominions (says the Montreal correspondent of the *Morning Post*). Earl Haig urges that the British Empire Service League, of which the Great War Veterans' Association here is a unit, should participate actively in these schemes, particularly by befriending ex-service men moving between one part of the Empire and another. The Canadian organisation is already taking steps to comply with the proposal.

—* *—

HOUSEHOLD WORKERS' WAGES.

Rates in Different Parts of Canada.

We are indebted to Mr. J. Obed Smith, Superintendent of Emigration for Canada for the following statement of household workers' wages (per month) in different localities of Canada:—

NOVA SCOTIA, NEW BRUNSWICK, PRINCE EDWARD ISLAND.—Chambermaids, $15—$25; cooks (private family), $15—$30; cooks (institution), $25—$45; dining-room maids, $10—$20; general maids, $12—$20; housekeepers, $15—$35; housemaids, $14—$20; kitchen maids, $14—$18; nursemaids, $10—$15; waitresses, $14—$18.

MONTREAL AND DISTRICT.—Cooks, $20—$40; chambermaids, $20—$25; general maids, $15—$35; nursemaids, $20—$30; waitresses, $15—$35.

OTTAWA AND DISTRICT.—Cooks, $30—$40; general maids, $20—$30; kitchen maids, $20—$30; nursemaids, $12—$20; waitresses, $20—$40.

TORONTO AND DISTRICT.—Cooks, $25—$50; cooks-general, $30—$45; general maids, $25—$40; housekeepers, $20—$30; housemaids, $25—$35; kitchen maids, $30—$45; nursemaids, $12—$35; pantry maids, $20—$25; mothers' helps, $18—$25; waitresses, $20—$40.

HAMILTON AND DISTRICT.—Cooks, $25—$45; cooks-general, $30—$45; general maids, $20—$35; housekeepers, $20—$25; kitchen maids, $20—$30; mothers' helps, $15—$20; pantry girls, $20—$25; waitresses, $20—$35.

LONDON AND DISTRICT.—Cooks, $25—$40; waitresses, $20—$40; kitchen maids, $30—$40; general maids, $20—$30; nursemaids, $15—$25.

WINNIPEG AND DISTRICT.—Chambermaids, $20—$30; cooks, $30—$50; housekeepers, $20—$30; general maids, $20—$25; kitchen maids, $25—$40; waitresses, $20—$40.

REGINA AND DISTRICT.—Cooks, $35—$60; general maids, $20—$35; housekeepers, $20—$30; kitchen help, $25—$30.

SASKATOON AND DISTRICT.—Cooks, $35—$60; general maids, $20—$35; housekeepers, $20—$30; kitchen help, $25—$35.

CALGARY AND DISTRICT.—Housekeepers, $20—$30; general maids, $25—$40; waitresses, $30—$40.

VANCOUVER AND DISTRICT.—Cooks, $35—$70; cooks-general, $30—$50; general maids, $20—$40; kitchen help, $30—$40; housekeepers, $20—$35; waitresses, $30—$50.

—* *—

The British Government has arranged, through the High Commissioner for Canada, to commence to pay on the balance due to the Dominion, after the adjustment of war expenditures, at the rate of $5,000,000 per month. The first payment was made this month.

Russian aristocrats, dispossessed of their lands by the revolution, are going to Canada to settle on prairie farms, according to Mr. H. J. Loughran, colonisation agent of the Canadian Pacific Railway at Vancouver. The pioneer of the movement, Count A. Koukolevski, is already established with his family near Bassano, Alberta, and ten other families are expected in May.

CANADIAN BANKS' FOOTBALL CLUB.

First Annual Dinner.

The Canadian Banks' Football Club held a dinner, followed by a dance, at Anderton's Hotel, London, on Thursday of last week, about eighty guests being present. Mr. J. Wilson, manager of the Union Bank of Canada, and a vice-president of the club, was in the chair.

The toast of "The King" having been honoured, was followed by that of "The Canadian Banks' Football Club," proposed by Mr. H. V. Phillips, who referred to the founding of the club, its successful début in the match with a scratch National Bank of India team at the opening of the season, and the many excellent games and creditable victories now standing to its credit.

The Hon. Secretary (Mr. E. Stainton), in reply, thanked the gathering for their cordial reception of the toast, referred briefly to the results of the fast-waning season, and emphasised the need and hope of the club for election to the London Banks' Football Association next season. He expressed the sincere gratitude of the members to the London managers and to the head officers of the banks for their cordial support in the flotation of the club last autumn, and ventured to hope that they would accord the club at least the same measure of assistance next season. The club must take its place in the Banks' League with a team and a ground worthy of its name, and they owed it to themselves and to Canada to see that they took a sporting position of equal standing to that which they occupied as the banks of the Dominion.

The toast of "The Visitors," proposed by Mr. Fraser, was responded to in a happy little speech by Miss Bangham.

Mr. Wilson said how glad he was to have the privilege of presiding at the first annual dinner of the club. He had watched with satisfaction its inception and progress, and he hoped the near future would see the football club become the Canadian Banks' Athletic Association. The project had his cordial support, and they might rest assured he would do all he could to foster its growth.

The dance which followed was, by general consent, one of the jolliest which has ever taken place outside Canada, and went with a rare swing throughout.

Last Match of the Season.

The last match of the season was played on Saturday at Hendon against the Stock Exchange Cup winners, Lumsden, Ferguson, and White.

The Banks were very keen on finishing the season with a win, and turned out a stronger team than they had been able to do for some weeks. Lumsden's were, unfortunately, not up to strength, and the game resulted in a very easy victory for the Banks by 6 goals to 2, their football showed a welcome return to that virility which was its characteristic in the earlier part of the season. Shapley led the forwards well and scored five goals, the first three being scored in the opening 15 minutes. The whole team played well, and won without being extended. Several of the club's lady supporters sportingly braved a stiff drizzle and soaked turf to see the game. The team was as follows:—

Holloway (Commerce); Stainton (Commerce) and Hall (Montreal); Taylor (Union), Humphreys (Royal, and McCulloch (Nova Scotia); Stott (Commerce), Stewart (Royal), Shapley (Commerce), Williams and Lang (Union).

A summary of the results of the season now closed shows that the Banks' team played 29 matches, won 14, drew 5, and lost 10, the goals being 68 for and 59 against. The reserve XI. played 15, won 5, drew 2, and lost 8, the goals being 36 for and 48 against.

MAPLE LEAF.

—* *—

GOLF IN WESTERN CANADA.

A definite step towards the formation of a Western Canada Golf Association will be taken at the spring meeting of the Manitoba Golf Association. The great increase in the number of clubs and players in the Western Provinces in recent years, and the growing popularity of the game amongst all classes of the community, together with the impossibility of bringing together at a Dominion championship a field of representatives of the various parts of the Dominion, clearly demonstrate that it would be greatly in the interest of the game for a Western Canada amateur championship to be instituted, to be held annually in the different Western Provinces in rotation, and, if possible, under the auspices of the Royal Canadian Golf Association.

—* *—

Annette Dodd, aged ten, and her brother Charles, aged eight, who are travelling alone to Winnipeg after a visit to an aunt in England, left for Canada last Saturday by the *Canada*

Captain Hubert Hofland, superintendent of the Air Board at Ottawa, and a King's Messenger during the Peace Conference, was killed, and Lieut. Owen seriously injured, when their aeroplane crashed on a tree at Ottawa on Sunday.

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OUR LIBRARY TABLE.

"The First Five Hundred," by Richard Cramm, is a historical sketch of the military operations of the Royal Newfoundland Regiment in Gallipoli and on the Western Front during the Great War. The volume chronicles briefly, but graphically, the military operations of the "Blue Puttees" on the field, and amplifies the regiment's gallantry and achievements by reference to deeds of conspicuous individual heroism. Moreover, it furnishes the records of the individual members of the first contingent. These are, as far as practicable, supplemented by portraits. A photograph of Sergeant T. Ricketts, V.C., forms the frontispiece, and the striking volume is further embellished by portraits of Sir Richard Squires and the members of his Cabinet.

In "Labrador Days" (London: Hodder and Stoughton; 6s.) Dr. Wilfred T. Grenfell once more takes us to the land of the people of his life's work. If these eleven sketches are not strict reproductions of actual incidents, they must be very closely founded on fact. The local colouring is faithfully brought out, and the tragedies and comedies of life in "the Labrador" are told with a mingled pathos and humour that cannot fail to touch the hearts of Dr. Grenfell's readers.

"The Man in the Twilight," by Ridgwell Cullum (London: Cecil Palmer; 7s. 6d.), is a Canadian novel, written in the spirited style characteristic of that popular author. It is a tale of rival lumber "bosses," with an attractive tinge of romance, and the atmosphere of the lumber camps and the pulp town in Labrador is vividly realised. The story is full of plots and counter-plots, and, needless to say, is well worked out.

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12 Pembroke Place, Liverpool. 137 Sauchiehall Street, Glasgow. 54 St. Nicholas Street, Aberdeen.

Canada vies with Ireland in providing the themes of a little book of verse by Michael A. Hargadon, a young Irishman on the staff of the Canadian Pacific Railway Company. He is briefly introduced by Mr. George H. Ham. These "Irish and Canadian Poems" (Modern Printing Company, Montreal. $1) reveal Mr. Hargadon more particularly as a warm lover of Nature. Some of them are also pleasantly descriptive of domestic joys and others reminiscent of the sorrows of the war.

—* *—

We have received a copy of the annual review of events by the Governor of the Gold Coast (Sir Frederick Guggisberg), presented to the Legislative Council in the form of an address. It is an interesting record of many-sided activity and steady development.

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The Provincial Command of the Great War Veterans' Association, after investigation of the reports that 100 English families are coming to settle in the Queen Charlotte Islands, declares that their inaccessibility renders the islands entirely unsuitable (says the Vancouver correspondent of *The Times*). They insist that the authorities should safeguard the interests of settlers by directing them to suitable districts.

The Saskatchewan Bureau of Labour is arranging to bring into the Province from 3,000 to 3,500 men for seeding operations. Many of these men will be secured from among the ranks of the unemployed in the cities, of whom a considerable proportion have had farming experience. The Bureau is also planning to bring from the Old Country a number of girls and women for farm service.

BANKING AND FINANCE.

Imminent Abolition of Stock Exchange War Regulations.

Although the whole of the pre-war account on the Stock Exchange is not yet cleared up, the balance is sufficiently negligible to be disregarded in the present temper of the stock markets, and it is generally believed that when the necessary confirmation has been obtained next month the Committee will put in force the recommendations contained in the memorandum published in February. The most important of these, of course, was the abolition of the war measure for cash settlements—always more honoured in the breach than in the observance—and the resumption of fortnightly settlements and "contangoes"—the latter, however, not to extend to transactions on behalf of foreign operators, nor to British funds or Colonial and Provincial Government securities. Whilst it has for some time been recognised that the complete abolition of the measures inseparable from war-time was overdue, opinion has been much divided as to the question of the reinstitution of the contango system; but in the light of the results of the annual election of the Committee it is obvious that the new body was given ample authority for putting into force the recommendations contained in the February memorandum. The suggestion that substantial "margins" should be forthcoming in the case of speculative accounts has met with a mixed reception, and is freely criticised in many quarters, but, as is pointed out by a prominent financial authority, a method of affording safeguards to brokers which has proved satisfactory in New York should be equally acceptable and workable in London.

* * *

Canadian Railways Improvement in 1921.

Some interesting official data are to hand as to the result of the operations of the Canadian railways under Government control for the year 1921. According to the report of the Dominion Bureau of Statistics for the period in question, the railways concerned made a much better showing for the period under review than in 1920, there being a substantial reduction in operating deficits, these aggregating $16,339,022 or $21,865,843 less than in the preceding twelve months. Analysing these statistics, we find that that of the Canadian Government Railways (including the National Transcontinental and the Intercolonial systems), was $5,587,298, that of the Canadian Northern $6,754,236, and that of the Grand Trunk Pacific $3,997,488. The reduction in the deficit of the latter was particularly marked, being no less than $6,137,025. On the Canadian Government lines it was $5,862,578, and the Canadian Northern, $9,866,240. Holders of Grand Trunk securities who have lately been cheered by a moderate rally in the prices of the various issues of this company—more, we are afraid, as a reflex of the revival in speculative interest in the Stock Markets than in the outlook for the stocks themselves—will be gratified to learn that the net operating revenue for 1921 was $5,678,739 or $450,000 in excess of 1920. This, however, of course, only provided for about half the company's fixed charges. It is of interest to note that the fixed charges on the Government systems, exclusive of the Grand Trunk Railway, is rather more than $33,000,000, those of the latter being approximately $10,000,000.

* * *

A Timely Warning.

Under the caption, "Warning the Investor," the Toronto *Globe* has a timely reference to the need for ultra-caution on the part of investors with regard to Canadian mining propositions in Northern Ontario. It points out that the recent activity in these shares in Canada heralds renewed and broad development in the northern mining camps this season, and that this "will furnish the peddler of worthless securities the opportunity of preying upon the receptive public." Conceding that there will be many legitimate offerings of shares worthy of support, our contemporary asserts that accompanying these will be "many never destined for any other purpose than that of lining the pockets of the fake promoter," and that it is incumbent upon investors to exercise the keenest discrimination in connection with all shares offered to them. The *Globe* fortifies its own remarks on the subject by the reproduction of some apposite comment upon the same subject from the *Canadian Mining Journal*, which foresees "from the Press and from personal information that a campaign of irresponsible and illicit stock flotation is to be begun in London, using the good name of Northern Ontario's gold mines as the bait." Coming from two such sources, this timely warning should be taken to heart by investors in the Mother Country, who should before investing in new flotations here insist upon the fullest information as to developments and prospects being revealed in the prospectus, backed up by the reports of unimpeachable mining engineers.

INVESTMENT NOTES.

The monthly Commercial Letter issued by the Canadian Bank of Commerce contains much that is of interest to investors as well as to commercial men. Under the heading, "Banking and Finance," the Letter mentions that while Dominion and Provincial bonds and some of the Debentures issued by the leading cities in Eastern Canada continue to change hands at a price to yield the investor approximately 5½ per cent., Western Municipal Debentures can only be marketed at a price to yield a higher rate to the investor. The market for these latter has been adversely affected by reports of additional defaults in Saskatchewan. It is stated that the position of rural municipalities in the Province is not as satisfactory as it was a year ago.

* * *

The eighth annual report of the Abitibi Power and Paper Company, now available, shows that, remarkable as it may seem in view of conditions in the pulp and paper industry, the profits earned in 1921 were the second greatest for any year in the company's history. At $4,678,172 net earnings were only about $365,000 less than the record figure for 1920, and were considerably more than double the net earnings for 1919. Of this, bond interest, increased because of the new bond issue, took $849,743, and after allowing $989,762 for depreciation and income-tax, and paying $70,000 in Preferred dividends, the surplus from the year was $2,768,666. As the dividends on the Ordinary stock were passed during the year, the amount disbursed for this purpose was only $250,000. The reason for the passing of the dividend is indicated by the manner in which the surplus was dealt with. The balance from 1921 added to that from 1920 gave the large total of $6,207,237. Of this no less than $2,177,144 was deducted as a reserve to make up for depreciation of inventories, and to provide for Government taxes for 1919-20 a further sum of $482,000 was set aside. But even after this drastic treatment the surplus carried forward is $3,548,092. To the shareholders, even though their dividends were cut off, it will be encouraging to note that the net profits from the year represented about $11 per share on the 250,000 shares of no par value, especially as the company, by grasping its nettle firmly to the extent of writing down inventories so thoroughly and clearing off outstanding taxes, seems to leave itself with a clear start for the current year. During the year the working capital position of the company was improved to the extent of nearly $2,500,000, current assets at the end of 1921 exceeding current liabilities by $3,005,846. The company has closed contracts for paper during the current year sufficient to operate at practically full capacity. At the annual meeting the president stated that the mills are at present operating at full capacity, viz., 500 to 550 tons per day. The company, he said, has wood enough to last for about sixty years, and at present has a surplus of developed water power. He intimated his desire that when dividend payments are resumed, the resumption should be on a permanent basis.

* * *

The reports current during the latter months of 1921 of the improving business of the Consolidated Mining and Smelting Co. are confirmed by the annual report. This shows that the big British Columbia company's net profits from operations during the year, after meeting all charges including bond interest, but before allowing for taxes, were $338,447, representing about 3½ per cent. on the outstanding stock, as compared with only $40,326 in 1920. The most part of this improvement was due evidently to the latter part of the year as, in his report, the President states that "Metal stocks kept on accumulating until about midsummer, when foreign sales began to relieve the situation. At the close of the year, unsold metals were about normal in quantity." The balance at credit of profit and loss account is now $147,461. The President, in the course of his report to the shareholders, after stating that the improvement in the extraction of lead and silver from the Sullivan Mine ore is such that extensions to the silver refineries have been authorised to enable 150 tons of lead bullion to be treated daily, and after referring to the effective selling organisation which now covers Asia and Europe as well as the domestic market, says, "generally speaking, you may look forward with confidence that your products, with the possible exception of copper, will be marketed with a fair margin of profits." Thus the anticipation that this great enterprise, on account of the wide range of its interests, and its efficient organisation, would come through the troublous period of 1920-21 with less difficulty than other big enterprises of a similar character in North America seems to have been justified, and there seems to be considerable justification for the hope that is now finding expression in Canada that it may not be very long before the shares are again put on a regular dividend basis.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one are asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

WESTERNER.—At the Manitoba General Election in June, 1920, there were returned 21 Liberals, 12 Farmers, 11 Labourists, 7 Conservatives, and 4 Independents.

E. C.—We are informed that the company is really in a considerably more sound condition than it was a year or two ago, and that with any general improvement in commercial conditions it should make headway from now on.

R. A. C.—The Canadian Immigration Act prohibits the landing in Canada of: "Idiots, imbeciles, feeble-minded persons, epileptics, insane persons, and persons who have been insane at any time previously." You could, of course, make enquiries at the Canadian Emigration Office (1 Regent Street) for yourself.

A. A.—(1) We have passed on your letter to the Canadian Trade Commissioner. (2) Weeklies published in Halifax are the *Nova Scotian* ($1 per annum), *Sunday Leader* ($5), and *Citizen* ($2—Labour). The *Maritime Merchant* ($1) is published fortnightly, and the *Commercial News* and *Industrial Advocate* ($2)—industrial and mining—monthly.

BEXHILL.—Current reports indicate that the company is making steady progress, and there seems every reason why this should be continued. Dividends have been paid regularly on the Preferred shares for rather more than two years past. It seems probable that the Common shares will advance above their present price in course of time, but there is no suggestion of dividends on these shares at present. Recent quotations in Montreal are about 32 and 78 for the Common and Preferred respectively.

READER.—Closing prices in Montreal on April 13 were as follows: Canadian War Loan, 1925, 97.80; 1931, 98.25; 1937, 100.95; Victory Loan, 1922, 100; 1923, 100; 1924, 99.75; 1927, 100.95; 1933, 102.70; 1934, 100; 1937, 105.40. The Bonds of the Canadian War Loans, viz., the first three mentioned above, all bear 5 per cent. interest; those of the Victory Loans bear 5½ per cent. interest. The three domestic War Loans and the Victory Loans issued in 1917 and 1918 are exempt from Dominion taxation, including Dominion income-tax.

AUTO.—Canada ranks second among the countries of the world in the per capita ownership of cars with approximately one car to every eighteen persons. Canada's "consumption" necessitates an annual replacement of 80,000 cars. There are ten companies manufacturing cars in Canada and 5,500 dealers. Eighteen thousand persons find work in the automobile plants, and indirectly 400,000 persons are involved. The capital invested in dealers' companies is $43,000,000, and in manufacturing companies $110,000,000. The total value of passenger cars produced in Canadian plants in 1920 was $84,500,000.

—* *—

Miss Marie Hall, the talented violinist so well known to Canadians through her tours in the Dominion, gave a deservedly appreciated recital at Wigmore Hall last Saturday, Mr. Charlton Keith ably supporting her at the piano. The programme of old and modern compositions was an attractive one, beginning with the E major Sonata of Bach, and including a group of smaller modern British works.

ENQUIRY COUPON.

"CANADA," No. 851. April 29, 1922.

This Coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

MINING PRICES.

TORONTO, April 13.

GOLD MINES.—Argonaut, .56; Atlas, .21; Dome Lake, .11; Dome Mines, 25.95; Hattie, .19; Hollinger, 9.60; Keora, .12¼; Kirkland Lake, .45; Lake Shore, 2.35; McIntyre, 19.55; Moneta, .14½; Newray, .24; Porcupine Crown, .26½; Porcupine V.N.T., .31¼; Schumacher, .52½; So. Keora, .40; Teck-Hughes, .52½; West Dome, .12½; Wright-Hargreaves, 2.80.

SILVER MINES.—Beaver, .35½; Coniagas, 1.30; La Rose, .32; McKinley, .23½; Mining Corporation, 1.10; Nipissing, 6.30; Temiskaming, .35.

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CANADIAN LOAN IN NEW YORK.

The Hon. W. S. Fielding, Minister of Finance, has announced that the Canadian 30-year Refunding Loan has been placed by Messrs. Morgans, of New York. It was on the market early on Tuesday, and was over-subscribed by noon, when lists closed. The Canadian Government received 97½ per cent. for the loan, which was marketed at par, bearing 5 per cent. interest. The flotation was for $100,000,000 loan in New York, which is the initial step in the extensive financing policy necessary to meet maturing obligations.

Apart from the $182,000,000 issue, due on December 1, the Government owes the banks $143,000,000 in Treasury bills.

The New York loan (says the Ottawa correspondent of the Exchange Telegraph Company) will be followed by a popular loan, probably in the autumn, possibly earlier.

—* *—

CUNARD'S CANADIAN SERVICE.

The *Albania*, which left Liverpool on Thursday of last week for Canada, is the first Cunard liner this year to make the St. Lawrence route. She will go direct to Quebec and Montreal. The service will be maintained this summer by a fleet of new single-funnel oil-burning liners. The *Tyrrhenia* and *Ausonia*, now building, are to join the *Albania*. The *Andania* and *Antonia* will also take part in the Canadian sailings from London.

—* *—

Messrs. Kitcat and Aitken, of 9 Bishopsgate, London, E.C., have taken into partnership Viscount Maidstone, who has been established with their firm for some years past.

PUBLIC NOTICE.

THE CANADIAN BANK OF COMMERCE.
DIVIDEND NO. 141.

Notice is hereby given that a DIVIDEND of 3 per cent. has been DECLARED upon the Capital Stock of this Institution for the three months ending 31st May next, and that the same will be PAYABLE at the Bank and its branches on and after Thursday, 1st June, to Shareholders of record on 16th May, 1922.

The Transfer Books will be closed from 17th to 31st May, both days inclusive.

By Order of the Board,
CHARLES CAMBIE, London Manager.
2 Lombard Street, London, E.C.3.
22nd April, 1922.

PARTNERSHIPS.

CANADA. Partnerships in, or purchase of, well-established businesses (not farms). Capital required £500 to £20,000. Lieut.-Col. F. R. Sedgwick, C.M.G., D.S.O., of British Overseas Settlement Agency, Ltd., 4 Moorgate, E.C.2. Shortly going Canada on tour of investigation. Apply information now. Agents' inquiries invited.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Four insertions for the cost of three.

FARMS FOR SALE.

FRUIT FARMS IN NOVA SCOTIA.—Four Farms, beautifully situated in Annapolis Valley, Nova Scotia, comprising altogether about 1,000 acres, including 200 acres of apple orchards in best apple-growing region in Canada. Excellent shipping facilities by water and rail. Only 70 miles from Halifax. Farms will be sold together or separately. Owner's commodious and modern house in beautiful grounds, with garage and stabling available. Good fishing, hunting, and sea bathing in neighbourhood. Apply, Estate, Sir Frederick Borden, Canning, Nova Scotia.

BUSINESS OPPORTUNITIES.

BRITISH COLUMBIA. Orchard and Garden. IRRIGATED LAND. Area close town, on railway, ready for settlement. Prices and Terms for instalment payment, very good. Suit Investors £500 upwards (or by instalments), Settlers, Skilled garden workers £200 upwards, Non-skilled £400 upwards. Large experimental orchard. Expert staff with equipment and labour available assist settlers. No pioneering. Lieut.-Col. F. R. Sedgwick, C.M.G., D.S.O., British Overseas Settlement Agency, Ltd., 4 Moorgate, E.C.2, is shortly going to Canada on this matter. Apply information now. Country Agents' inquiries invited.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Office in Montreal, or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Dominion Express Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.	W. R. L. Shanks.
G. H. Montgomery, K.C.	G. P. Vanier.
R. C. McMichael, K.C.	G. A. Coughlin.
W. F. Chipman, K.C.	F. B. Common.
R. O. McMurtry.	L. H. Ballantyne.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Northern Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurentide Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

CHAUVIN, MEAGHER, WALKER, STEWART & CREPEAU, 232 St. James Street, Montreal, Que.

H. N. Chauvin, K.C.	T. S. Stewart.
J. J. Meagher, K.C.	H. Crepeau.
H. E. Walker, K.C.	

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 48 Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

TORONTO—

PARKER & CRABTREE, Barristers and Solicitors, 103 Bay Street, Toronto. Cable address: Kerpar, Toronto. Codes: Western Union and Bentleys.

Maurice Crabtree. James Parker.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors and Trustees, Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street

CANADIAN GOVERNMENT
Trade Commissioners
& COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to:—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner. Reconquista No. 46, Buenos Aires *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 98 Boulevard Adolphe Max, Brussels. *Cable Address, Canadian.*

Brazil.

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164 Rio de Janeiro; Office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai *Cable Address, Cancoma.*

Cuba.

Canadian Government Trade Commissioner, 312 Teniente Rey 11, Havana, P.O. Box 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Cancomac.*

Holland.

Norman D. Johnston, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India and Ceylon.

H. A. Chisholm, Canadian Government Trade Commissioner, 4 Mission Row (P.O. Box 2003), Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2 Milan. *Cable Address, Canadian.*

Jamaica.

G. R. Stevens, 17 Port Royal Street, Kingston. *Cable Address, Cantracom.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; Office, 51-B Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

Straits Settlements.

P. W. Ward, P.O. Box 121, Singapore. *Cable Address, Canadian.*

United Kingdom.

High Commissioner for Canada, 17 Victoria Street, London, S.W.1. 'Phone: Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31 North John Street, Liverpool. *Cable Address, Cantracom.*

A. B. Muddiman, Acting Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

United States.

F. Hudd, 44 Whitehall Street, New York City. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

T. Geddes Grant, 9-11 Broadway, Port of Spain, Trinidad.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd. No. 4, Christiania, Norway. *Cable Address, Sontums.*

THE BUSINESS SITUATION.
Manufacturers More Hopeful.

In a review of the business situation in Canada, in the monthly Commercial Letter, issued by the Canadian Bank of Commerce, it is stated:—

Manufacturers at present are more hopeful as to the immediate future than they have been for some months, although as yet the actual volume of trade does not show any appreciable increase; certainly the railways are not being offered any greater volume of business. In the textile industry there is continued buoyancy, and there does not appear to be any danger of the mills having to reduce either staff or working hours. Paper mills are operating at approximately 90 per cent. of capacity, owing to the steady demand from the United States. The stability of prices does not appear to be endangered by the steady increase in the capacity of these mills, as the larger output is being absorbed by the demand from abroad. The tonnage exported during the twelve months ending January last exceeded that for the corresponding period ending January, 1920, and was only slightly less than the exceptional total for the twelve months ending January, 1921.

The building industry in Eastern Canada shows signs of the usual spring activity, and as a result there is an increased demand for lumber. Recently lumbermen have been able to reduce the cost of production to a much lower basis, some of them confidently asserting that during this winter one man in the bush has done as much work as two last year. A reduction in logging costs was necessary as a result of the disinclination of buyers to pay the high prices current in recent years for forests products. The rapid fall in the prices of lumber products during the past year caused some dislocation in business, but a healthy recovery has now set in. One of the most difficult problems which the lumber business has to face is the cost of land transportation, which affects, particularly, the inland market in Canada for the British Columbia product. On the other hand, the British Columbia export trade in lumber, which this problem does not affect, is being well maintained.

Paint and oil men report increased activity, both in manufacturing and shipping. Orders for boots and shoes are not up to expectations in volume, and, as generally anticipated, prices are steady, as the chief raw material, leather, could not very well decline in price from the low point which it had already reached. The boot and shoe situation, however, has been helped materially by a fair export movement to the United Kingdom. In a number of the smaller manufacturing centres in Quebec and Ontario orders of an encouraging character have been received, but it cannot as yet be said that the activity of the factories is even approximately normal.

Official reports on the employment situation show that there are fewer people actually at work than a year ago, but there is a steady improvement in the efficiency of labour. The volume of employment as indicated by reports from 5,944 concerns, employing 630,234 persons, decreased considerably during the latter part of January, owing chiefly to the closing of the railway car shops. Any expansion that did take place was in connection with textiles, lumber and products; the gain, however, being merely a recovery from previous declines.

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Penmans.—A dividend of 2 per cent. has been declared on the Common stock for the quarter, payable May 15.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—
BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allensil," Birmingham, England.

Weldless Steel Tubes—
TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles

Zinc White Manufacturers—
ORRS, ZINC WHITE, Ltd., Widnes, Lancashire England T.A., "Orr, Widnes"

STEAMSHIP SAILINGS TO CANADA.

Canadian Pacific.

Liverpool to Quebec and Montreal.
Friday, May 5.—†*Montrose.*
Friday, May 12.—**Empress of Britain.*
Friday, May 19.—†*Montcalm.*
Friday, May 26.—*Minnedosa.*
Friday, June 2.—†*Montrose.*

Southampton to Quebec or Montreal via Cherbourg.
Wednesday, May 3.—**Empress of France.*
Thursday, May 11.—*Melita.*
Thursday, May 18.—**Empress of Scotland.*
Thursday, May 25.—*Scandinavian.*
Thursday, June 1.—**Empress of France.*

* Three-class steamer. † New steamer.

Glasgow to Quebec or Montreal.
Friday, May 5.—*Tunisian* (via Belfast).
Friday, May 12.—*Corsican.*
Friday, May 19.—*Metagama.*
Thursday, May 25.—*Scotian.*

Vancouver to China and Japan.
May 18.—*Empress of Russia.*
June 15.—*Empress of Asia.*

Passenger steamships for Australasian ports leave Vancouver as follows: May 19, *Niagara;* June 16, *Makura;* July 21, *Niagara.*

Canadian Government Merchant Marine, Ltd.

Liverpool to Montreal.
Wednesday, May 17.—*Canadian Conqueror.*
London to Montreal.
Friday, April 28.—*Canadian Raider.*
Wednesday, May 3.—*Canadian Ranger.*
Swansea to Montreal.
Wednesday, May 17.—*Canadian Aviator.*
Cardiff to Montreal.
Saturday, May 20.—*Canadian Aviator.*

Cunard Steamship Co.

Liverpool to Quebec and Montreal.
Thursday, May 4.—*Saturnia.*
Thursday, May 25.—*Albania.*
Thursday, June 8.—*Tyrrhenia.*
Southampton to Quebec and Montreal.
Thursday, June 1.—**Andania.*
Thursday, June 15.—**Antonia.*
Thursday, July 6.—**Andania.*

Southampton to Halifax.
Saturday, April 29.—*Caronia.*

* New steamer.

White Star-Dominion Line.

Liverpool to Quebec and Montreal.
Saturday, April 29.—**Regina.*
Saturday, May 6.—†*Megantic.*
Saturday, May 13.—*Canopic.*
Saturday, May 20.—*Canada.*
Saturday, May 27.—**Regina.*

Southampton to Quebec and Montreal.
Friday, April 28.—*Poland.*
Friday, May 19.—*Vedic.*

* New steamer.
† Three-class steamer.

Manchester Liners (Freight).

Manchester to Montreal and Quebec.
Thursday, May 4.—*Manchester Division.*

Letters, newspapers, and parcels are due by the direct mail steamers from Canadian ports as follows: *Empress of Britain,* April 29; *Corsican,* April 30. Letters only are due via New York, by the *Olympic,* April 29; *Cedric* and *Finland,* May 1; *Mauretania,* May 2; *Manchuria,* May 3; *Scythia,* May 4.

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NEW DOMINION EXPRESS SERVICE—SOUTHAMPTON TO CANADA.

In addition to the Dominion Express services already maintained from Liverpool, Glasgow, Antwerp, Hamburg, and Havre to Canada, with the sailing of the s.s. *Empress of Scotland,* on Saturday the Dominion Express Company inaugurated their Southampton service.

The Dominion Express Company will be maintaining a regular weekly Express service from Southampton in addition to their other services.

The Dominion Express Company's temporary offices in Southampton are at No. 7, Canute-road.

Telegraphic address: "Domexpress."

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Union Bank of Canada.—The usual quarterly dividend of 2½ per cent. has been declared, payable on June 1.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner.—HON. P. C. LARKIN, 19 Victoria Street, S.W.1. (Telephone: Victoria 8350.)

Emigration Office.—Superintendent of Emigration, MR. J. OBED SMITH, 1 Regent Street, S.W.1 (Telephone: Regent 2218 and 2219.)

Province of British Columbia.

Agent-General.—MR. F. C. WADE, K.C., British Columbia House, 1-3 Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—MR. JOHN HOWARD, 57 Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.—MR. W. C. NOXON, 163 Strand, W.C.2. (Telephone: Central 6427.)

Province of Quebec.

Agent-General.—LIEUT.-COL. P. PELLETIER, 36 Kingsway, W.C.2. (Telephone: Holborn 5512.)

NEWFOUNDLAND.

High Commissioner.—The HON. SIR EDGAR R. BOWRING, 58 Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS AND NEWFOUNDLANDERS IN LONDON.

Arranged Alphabetically.

A.

Aspland, A. S., Victoria.—Shaftesbury Hotel.
Andrews, Fletcher, Mrs. and Betty, Winnipeg.—Stafford Hotel.

B.

Balfour, C. C. and Mrs., Winnipeg.—Durrant's Hotel.
Bolton, J. W., Montreal.—Berner's Hotel.
Beardmore, Alfred O., Toronto.—Whitehall Court, S.W.1.
Buckley, D. J. and Mrs., Sydney, N.S.—Regent Palace Hotel.

C.

Christie, E. Lisle and Mrs., Brandon.—Savoy Hotel.
Curry, Mrs. L. H., Montreal.—Hotel Rubens.
Cormack, James, Ottawa.—Regent Palace Hotel.
Campbell, J. H., Newfoundland.—22 Carlyle Square.
Carter, H. D., St. John's, Newfoundland.—Hotel Stewart, W. Kensington.
Crease, E., Halifax.—Imperial Hotel.

F.

Farmer, T. D. J., Acton, Ont.—Euston Hotel.

G.

Goodhue, Harold, E. and Mrs., Sherbrooke.—Imperial Hotel.
Griswold, H. J., Montreal.—c/o British and Foreign Industries, 103 Kingsway.
Gardiner, Mrs. M. I., Toronto.—Regent Palace Hotel.
Gilmour, J. Felton, Ottawa.—51 Drayton Gardens, S. Kensington.
Gosling, A. H., St. John's, Newfoundland.—Cavendish Hotel, Jermyn Street.

PRIVATE SOCIAL TOURS

Gentlemen and Ladies. First class throughout.

MAY 26—ITALIAN & SWISS LAKES 3 weeks 49 gns.
JULY 4—TYROL & OBERAMMERGAU 4 wks. 79 gns.

Programmes from — MISS BISHOP. F.R.G.S., 159 Auckland Road, Upper Norwood, London, S.E.19.

H.

Haslam, R. H. D.—Toronto.—C.—C.C.S., 9 Serjeant's Inn, Fleet Street.
Hattie, George, Halifax.—Ritz Hotel.
Hough, Lt.-Col. J. H., Montreal.—Royal Automobile Club.

J.

Johnson, Mrs. Jukes and Miss G. Jukes, Toronto.—Scott's Hotel, Langham Street.

K.

Knight, Wm. and Beatrice, Amherst.—37 Lady Somerset Road, N.W.5.
Killam, I. W. and Mrs., Montreal.—Claridge's Hotel.

L.

Laidlaw, W. C., Toronto.—c/o Canadian Bank of Commerce.

Mac Mc.

McLean, James H., Montreal.—122 Weston Park, Crouch End.
McKeen, J. and Mrs., Halifax.—Hotel Rubens.
MacGregor, Misses J. and S., New Glasgow. Hotel Rubens.
Macdonald, Misses M. E. and K. E., Sydney.—20 Kensington Gardens Square.

ROBERTS & SHORT

NAVAL, MILITARY, SPORTING AND CIVIL TAILORS,

4 & 6 BURY STREET, ST. JAMES', LONDON, S.W.1 (Opposite St. James' Theatre)

M.

Meredith, Gwynne H., Victoria.—254 Gloucester Terrace, W.
Marsh, F. W., Vancouver.—Piccadilly Hotel.
Mandy, Joseph T., Vancouver.—Runnycote, Rostyn Hill, Hants.
Meekison, J. A., Montreal.—Polgarth, Welling, Kent.
Martin, N. F., Mrs., Lyla C., and Maclean A., Montreal.—Hotel Cecil.

O.

Oliphant, Capt. L., Victoria.—Hotel Russell.
Owen, Lt.-Col. Stanley, Montreal.—Langham Hotel.

LADIES' HAND BAGS in Great Variety.
GENTS' LETTER WALLETS, WRITING CASES, DRESSING CASES, etc.
Fancy Articles of Every Description.
T. HOUGHTON, Ltd., Leather Goods and Cutlery Specialists.
76 OXFORD STREET, LONDON, W.

P.

Palmer, Misses M. A. and E. M., Charlottetown.—62 Queensborough Terrace, Hyde Park.
Puddington, B., M.D., Grand Falls, N.B.—Waverley Hotel, Edinburgh.
Pember, M., Toronto.—Savoy Hotel.

R.

Rea, A. E., Toronto.—c/o Royal Bank of Canada.
Rogers, H. J., St. John.—c/o High Commissioner for Canada.

S.

Shaw, Miss R. A., Montreal.—c/o *Montreal Star* office.
Shouldice, J. W., Toronto.—Hotel Victoria.
Stainton, E. J., Toronto.—c/o Canadian Bank of Commerce.
Sussan, Capt. W. J., Ottawa.—Golden Cross Hotel.

W.

Weldon, Mrs. A. E., London, Ont.—Regent Palace Hotel.
Wright, Joseph and Josephine A., Toronto.—Hotel Metropole.
Wood, Dr. J. H. and Mrs., Toronto.—Regent Palace Hotel.

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THE "EMPRESS OF FRANCE."

The Canadian Pacific liner, *Empress of France*, has arrived in England after a most successful cruise in the Mediterranean, having been chartered by Mr. Frank C. Clark, of New York. When the *Empress of France* left the latter port she had nearly 800 American and Canadian tourists on board. Just before the cruise terminated the passengers passed a resolution, expressing appreciation of the services of Captain James Gillies, C.B.E., and presented him with a suitably inscribed gold watch.

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An article on "Women's Work in Canada" appears in the *Imperial Colonist*.

PORTRAITS.

MACKLEM,
16 Brook St., New Bond St., W.1.
Photographers to their Excellencies
The Lord and Lady Byng of Vimy.
Tel.: Mayfair 4980.

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's office, 73 Basinghall Street, London, E.C.2, are the following:—

The Canadian manufacturers of a patented fibre wallboard invite enquiries from United Kingdom buyers.

A Western Canadian firm of wholesalers and distributors of electrical supplies ask to be placed in touch with United Kingdom manufacturers of radio telephone apparatus and supplies, including tubes and bulbs.

A firm in London and Copenhagen wish to hear from Canadian manufacturers of closet seats who can export patterns suitable for these markets.

The Department of Overseas Trade (Development and Intelligence), 35 Old Queen Street, London, S.W.1, reports the receipt by H.M. Trade Commissioner at Winnipeg (Mr. L. B. Beale) of an enquiry from a Western Canadian firm, regarding sources of supply of woollen shirtings, suitable for making up into men's shirts; and another from a wholesale merchant and commission agent in Canada, who is desirous of receiving quotations from United Kingdom firms in respect of steel spring wire for the manufacture of steel coil springs of all kinds (upholsterers', engineers', electrical, etc.) in gauges 0.0 to 42.

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BRITISH MAGAZINES FOR APRIL.

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

Among the many urgent and difficult problems calling for solution to-day, none is more insistent, and there is none on which the peace and progress of the world more depend than that of labour and production, a subject which is discussed in an able and suggestive article by A. E. Zimmern in the current *Quarterly Review*. The writer's aim is "to indicate a fresh starting-point and a new direction, both for the conduct of business, and for men's reflections and theories about it. . . . For it is only through a vivid sense of what the actual nature of their service is, and of the need for co-operation and self-dedication in its performance, that they can hope to rise above the atmosphere of perplexity and of internecine conflict in which they have so long been enveloped." Dealing with the individual worker's side of the question, he makes eminently practical suggestions for rendering his life happier without taking away that freedom which is "a continuous possibility of initiative"; while, in considering the problem in its larger international aspect, he expresses a grave fear that, "unless public opinion in the leading industrial countries can be brought to regard the world as a single household, and to shape its commercial policies accordingly, another war is inevitable, and the downfall of civilisation may be consummated." The particular difficulties of the most vital industry—agriculture—are enumerated and explained by Sir R. Henry Rew; "The Egyptian Problem" is discussed by J. A. S. Spender; and the British Navy of to-day and of 100 years ago forms the subject of articles by Lord Sydenham ("The Naval War, 1914-15"), and Sir Julian Corbett ("Napoleon and the British Navy after Trafalgar").

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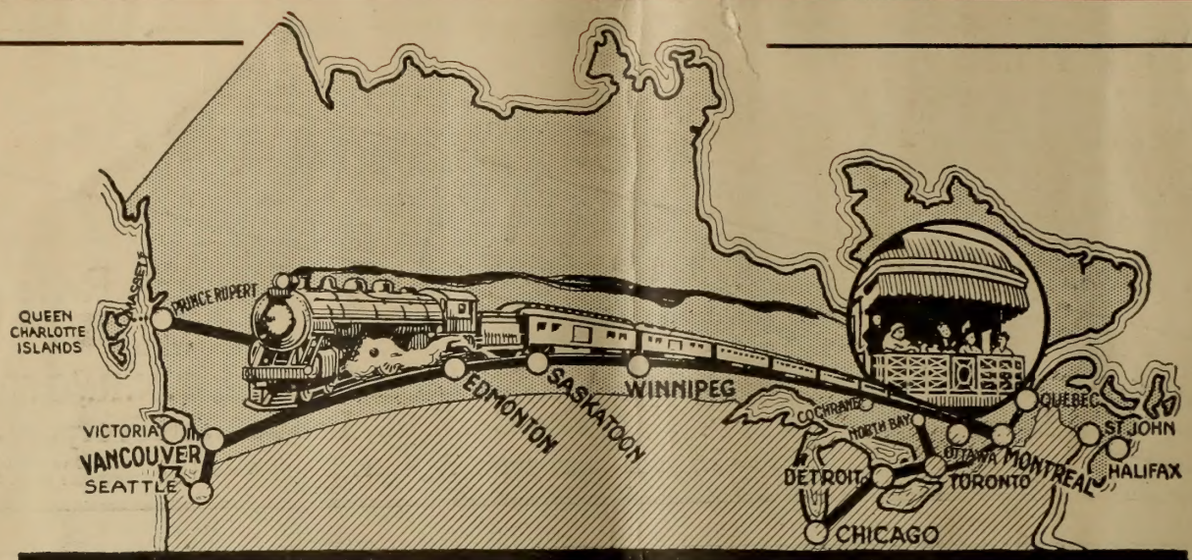

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